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The Hongkong Telegraph

(ESTABLISHED 1881)

WEATHER FORECAST.

FAIR.

Barometer 30.78
Temperature 3 p.m. 69
Humidity 3 p.m. 69

8167

日八月

SATURDAY, FEBRUARY 8, 1919.

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EARLIER TELEGRAMS.

THE PEACE CONFERENCE.

ENEMY'S FINANCIAL CAPACITY.

Paris, Feb. 4.
A communique from Paris dated Feb. 4, says: A meeting of the Inter-Allied Committee on Reparation decided to establish three sub-committees for the consideration of the following questions: the valuation of damages; the study of the financial capacity of enemy States and the means of payment and reparation; measures of control and guarantees. Two Czech-Slovak representatives were added to the commission.

FINANCIAL COMMISSION.

Paris, Feb. 4.
A communique from Paris dated Feb. 4, says: At the first meeting of the Financial Commission the Italian ex-Premier, Signor Salandra was nominated President. Hon. E. S. Montagu was appointed to examine the project for a financial section of the League of Nations drawn up by M. Klotz, the French Minister of Finance.

INTERNATIONAL LABOUR.

London, Feb. 5.
A communique from Paris says: The League of Nations Commission is making satisfactory progress. The International Labour Legislation Commission has agreed to adopt as a basis of discussion the British proposals for the establishment of a permanent organisation for dealing with labour matters internationally.

THE RUSSIAN SITUATION.

Paris, Jan. 27 (delayed).
An estimate from a high French diplomatic source states that the Conference hopes to have completed the determination of the peace terms ready for submission to the different national governments for ratification between the middle and end of March and the German delegates will be summoned to Paris early in April for the conclusion of peace.—Havas.
The French press, officials and public continue discussing almost exclusively the Russian situation. The Bolsheviks desire to entangle the Allies with discussions and further debates among the five Great Powers are necessary. M. Pichon stated at the Journalist's Conference that he did not recognise the Bolshevik Government. Touching on the Syrian question and French plans regarding Arabian aspirations these can be arranged, he said, by mutual agreement.—Havas.

INTERNATIONALISATION PROPOSAL CRITICISED.

Paris, Jan. 30 (delayed).
President Wilson has made a proposal for the internationalisation of territory captured from Germany which is important, the British Imperial War Cabinet deciding to support the theory. The Dominion representatives have made an energetic protest.

The French press says the decision involves the admission that treaties made with Japan for the retention of the North Pacific Islands, with the Arabs regarding Syria and the understanding with the French regarding Camerouns must be arbitrarily modified if got torn up. The Japanese delegates declare their unalterable determination to claim the islands they were promised. As to the question of internationalisation the principle will govern not only the late German colonies but also European territory taken from the enemy. French, Italian and British Dominion opinion is that any system of international control has always proved a failure in the past and that the only right of interference the Society of Nations should assume would be the right to call to account any Power whose Government is injurious to the interests of the inhabitants.—Havas.

THE EX-GERMAN COLONIES.

Paris, Jan. 31 (delayed).
President Wilson's theory of international ownership as applied to the German colonies can now be regarded as an inevitable decision of the Peace Conference. Japan added her formal acceptance and South Africa it is understood is no longer opposing. The result of Italy's attitude has been a decision that the mandatory system shall only be applied to extra European territories, thus far the Adriatic coast, the Balkans and the Austrian lands. French territorial claims against Germany, including the Saar valley, remain for independent consideration. It is hoped that in actual practice the authority of the League may be confined to right of interference in cases when international morality is outraged.

M. Tardieu, receiving the foreign journalists, was asked if acceptance of the Wilson plan would mean the tearing up of all agreements made between the Allies during the war such as between Italy and the Entente and between Japan and the Entente. He replied that all agreements will be examined by the Peace Conference. Dealing with Africa M. Tardieu reaffirmed the French intention to claim Togoland, the Camerouns and a portion of the Congo.—Havas.

SINN FEINERS ESCAPE.

A MYSTERIOUS DISAPPEARANCE.

London, Feb. 5.
The Sinn Feiners De Valera, Milroy and McGarry escaped from Lincoln prison on Monday but it is not known how. They were all right when the warders visited them in the afternoon but were missing five hours later. They had to scale a twenty foot wall and penetrate wire barriers in the grounds. It is supposed that confederates with a motor-car helped them.

FRENCH GIFT TO AMERICA.

INTERESTING TAPESTRIES.

Paris, Jan. 30 (delayed).
President Wilson paid a visit to the Gobelin Tapestry Museum and manufactory. He was much interested in the repairs to the old tapestries from Rheims and Sens. Among new tapestries is the "Noce de Psyche" which the French Government decided to present to the United States after her entry into the war.—Havas.

EARLIER TELEGRAMS.

THE STRIKES AT HOME.

RAILWAYMEN'S THREAT.

London, Feb. 4.
Despite the railway clerk's settlement the trouble on the railways is not yet ended. The Secretary of the Locomotive Engineers Society announced last evening that the society was calling out steamdrivers on railways partially electrified in support of the London tubemen and if this is unavailing they will resort to a national stoppage. The assistant secretary of the same Society interviewed at Leeds said that the 45,000 drivers and firemen who were members of the Society would come out if the London trouble was not settled early. He declared that railwaymen in the provinces were dissatisfied with the half-hearted application for an eight hour day, which was due to the slowness of the release of railwaymen from the army. On the other hand the National Union of Railwaymen deprecates the strike as unauthorised and hampering negotiations.

At a meeting this afternoon between the President of the Board of Trade, the Minister of Labour and representatives of the Railway Clerk's Association an agreement was reached by which the Government accord full recognition provided the Associations make arrangements for ensuring the autonomy of the supervisory grades within the Association, which the Government considers necessary for the preservation of discipline and public safety.

THE ELECTRICITY SUPPLY.

London, Feb. 5.
The Press Bureau states: A new Defence of the Realm Regulation makes it a breach of contract of service interfering with the electricity supply. Persons are liable to six months' imprisonment or £100 fine.

RHINE FORTS OCCUPIED.

Paris, Jan. 31 (delayed).
In conformity with the armistice French troops headed by General Hirschauer have taken possession of the right bank of the Rhine. The operation is necessary for the security of Strasbourg.—Havas.

"COLOGNE GAZETTE" SUSPENDED.

Cologne, Feb. 2.
The British authorities have suspended the "Cologne Gazette" for one week for publishing undesirable matter.

AFFAIRS IN PORTUGAL.

SITUATION NOT CLEAR.

London, Feb. 5.
Portuguese news via Vigo and Madrid has hitherto dwelt on the Royalist success, now messages from Madrid and Vigo on Feb. 4 say that Count Azavedo, the Royalist Minister of Commerce, has arrived at Vigo from Oporto, en route to Madrid. Several Royalist personages, including the Mayor of Oporto, have also reached Vigo. All are very reticent regarding the position of the Royalist troops but state that in Oporto the fishing-boats remain in harbour for fear of meeting Republican warships at sea.

THE GERMAN GOVERNMENT.

CABINET MEETING AT WEIMAR.

Copenhagen, Feb. 5.
A message from Weimar dated Feb. 3 says that members of the German Government have arrived and held a Cabinet meeting.
A message from Eisenach says a thousand armed soldiers and workmen have gone to Weimar with the watchword. "Against the Ebert-Schiedemann Government and Guard troops." Troops armed by the Independents have also left Gotha to oppose the Government.

INTERNATIONAL SOCIALIST CONFERENCE.

BELGIUM REFUSES TO PARTICIPATE.

Brussels, Feb. 3.
M. Van Dervelde has sent a letter resigning the presidency of the International Socialist Bureau owing to the irrevocable decision of the Belgian Labour Party not to participate in the Berne Conference. While regretting that the Belgian Labour Party is not sharing in the constitution of the new internationale he says the resentment caused by four years' sufferings was irresistible.

BRITISH FOOD MISSIONS.

London, Feb. 4.
A communique from Paris says: Three British Food Missions under the auspices of the Supreme Council for the supply of relief have left for Warsaw, Trieste and Bucharest.

A BOLSHEVYK CONFERENCE.

Stockholm, Feb. 5.
Petrograd papers publish an advertisement by M. Lenin to all Bolsheviks in Germany, Austria, Poland, and the Baltic Provinces and Finland in which he invoked a great communist conference. The head of the Chinese Bolsheviks in Petrograd, who has asserted the dictatorship of Chinese in Russia, is guilty of many cruel acts and murders.

EARLIER TELEGRAMS.

FROM MUNITIONS TO MOTOR CARS.

Paris, Jan. 27 (delayed).
A wellknown "citroen" firm in Paris in transforming its munition work has adopted the manufacture of motor cars. The estimated daily output by April is 100 cars the price of which will be from £290 to £320.—Havas.

ALLIED WARSHIPS AT HAMBURG.

London, Feb. 5.
A telegram to the Hague from Hamburg states that four British and American cruisers and destroyers have arrived at Hamburg to control the imported provisions which the local Soviet confiscated.

FRANCE AND FINLAND.

Helsingfors, Feb. 5.
France has re-opened diplomatic relations with Finland.

FAREWELL CONCERT AT LYEMUN.

A SPLENDID PERFORMANCE.

As a send off to Lieut. H. P. Thornehill, R.G.A., W.O.'s, N.C.O.'s, and men of the Company who are leaving for home, 83rd Coy. R.G.A. held a concert at Lyemun Barracks on Thursday night. An excellent and varied programme was submitted, and there could be no doubt as to the enjoyment of the troops, for every item was met with vociferous applause. This is especially true of those topical ditties which, to the initiated, gave away the most inner secrets in the lives of some of the members of the company. All the artists were excellent, and the whole thing went with a swing. Lieut. Thornehill made a short speech at the end of the concert, and was cheered again and again. The following is the programme—

PART I

VANITY RARE
Caste
The Vicar of Shaukiwan, C. Q. M. S. Clark.
Dolly, His wife (late of the Halls) Lt. C. Gordon.
Eibelbert, (The Vicar's Son) Tpr. C. Ansell.
James, (The Butler) Gr. A. Gregory.
Algernon Fitzgerald, (A Tourist) Gr. O. V. Jones.
Committee from the Portland Club, Gns. Wright, Gough & Middleton.
Scene:—The Vicarage Grounds Shaukiwan.

MUSICAL NUMBERS.

1—An Old Fashioned Melody, Gr. R. Gough.
2—The Curate and the Maiden, C. Q. M. S. Clark.
3—There is a Land, Gr. T. Wright.
4—You Can't Do Without a Bit of Love, Lt. C. Gordon.
5—My Kingdom, Gr. O. V. Jones.
6—We All Went Marching In, Gr. A. Gregory.
7—Concerted Item "On Strike", The Crowd.
8—Dablin Bay, Tpr. C. Ansell.
9—The Choir will Practice.
10—On the Road to Home Sweet Home, Gr. W. Middleton.

PART II

1—Pianoforte Solo (Without Band) Gr. C. Blagbrough.
2—Where the Black Eyed Susans Grow (A Thing Worth Knowing) Sgt. Knight and Allot.
3—Joan of Arc (Song in English) Gr. W. Middleton.
4—Duet (Dirty Work) Lt. C. Gordon and C.Q.M.S. Clark.
5—One Man Band (Instruments kindly supplied by Bander-son's) Gr. A. Gregory.
6—Go to Sea (By Request) Gr. O. V. Jones.

COMPANY MEETING.

THE HONGKONG HOTEL COMPANY LTD.

An extraordinary general meeting of the above Company was held at the Hongkong Hotel, today, at 11 a.m., for the purpose of proposing, as an Extraordinary resolution, that the Articles of Association be altered as follows:—

"In Article 82 the word 'five' shall be substituted for the word 'four'."

Mr. F. Maitland presided, and there were present, Sir Ellis Kadoorie, Kt., Mr. A. O. Lang and Mr. J. Scott Harston (Directors) and Mr. J. H. Taggart (Secretary) and Messrs. B. Wylie, C. S. Gubbay, W. Logan, E. M. Raymond, Fung Tat Hang, M. Manuk, and S. D. Somekh.

The Chairman proposed the adoption of the resolution and Mr. W. Logan seconded, and the motion was carried unanimously.

The effect of the resolution will be the increase of the maximum number of the Directors from four to five.

ANOTHER NAVY SECRET.

It is now announced that 800 lives were lost when the Dreadnaught Vanguard blew up whilst at anchor as the result of an internal explosion in August 1917. The scene of the disaster was Scapa Flow, one of the bases of the Grand Fleet. A relic of the Vanguard has reached Devon in remarkable circumstances. A framed photo found three miles from the scene of the explosion, had been assumed to be the only relic, and this is in possession of the Bishop of London who was in the group photographed. Last week, however, a diary presented by his finance to an officer of the Vanguard (the only son of Mr. Willand, a Devon schoolmaster), was picked up on the shores of Scapa Bay, and forwarded to the young lady, who gave it to her lover. Presumably the diary has been in the water since the disaster 18 months ago.

DON'T FORGET.

TO-DAY.

Theatre Royal—Concert by Professor Sklarzewski and M. Sykora.
Victoria Theatre—9.15 p.m.
Coronet Theatre—9.15 p.m.

TOMORROW.

Victoria Theatre—9.15 p.m.
Coronet Theatre—9.15 p.m.

TUESDAY, FEB. 11.

Hongkong Canton & Siam Steamship Co. Ltd. Meeting of Shareholders—Noon.

GOD SAVE THE KING.

NOTICES.

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DRUG TRAFFIC IN LONDON.

MISS BILLIE CARLETON'S
NIGHT IN CHINATOWN.

There was a surprising turn to the mystery of Miss Billie Carleton's death when the coroner's inquiry was opened on December 12. It was suggested that the young actress—she was 22—had been in the habit of taking drugs, and many questions were asked about a little jewelled gold box which she sometimes carried about in her bag. This box had contained a white powder, said to resemble cocaine.

The coroner, Mr. Ingleby Oddie, sat without a jury.

Miss Carleton, who in private life was Miss Florence Leonora Stewart, had recently been appearing at the Haymarket Theatre. She was found dead in her room at Savoy Court-mansions on the morning after she had attended the Albert Hall ball.

Mr. Lionel Belcher a friend of Miss Carleton described how he had arranged to procure cocaine for another friend, Mr. De Veulle.

The coroner: How much did you arrange to let him have it for?—I had asked for £10 or £15, but only got £5.

"I know De Veulle's servant is called McGinty," said Mr. Belcher. "I got a wire signed McGinty asking me to meet her outside the Cafe Royal at 9.30. I knew what it was about. She asked me if I had got cocaine with me. I said, 'Yes,' and gave it to her. She said she wanted it for De Veulle."

The coroner: Do you know if Mr. De Veulle spoke about cocaine before the Victory Ball?—Yes, he said he must have some by then. I had another wire from McGinty like the first one. The wire was brought to me at the Cafe Royal. McGinty suggested she should come in the morning for the cocaine, and she did so, about 10.15 on the Wednesday morning.

COCAINE AT THE BALL.

The witness added in reply to the coroner that when the servant called he was with a Miss Olive Richardson. He wrote on a paper "£5," and McGinty gave him the money.

When he heard that drugs were suspected of causing Miss Carleton's death he went to see Mr. and Mrs. De Veulle with his solicitor. Mr. De Veulle said he knew nothing about the affair and was not going to know anything about it.

Did you ask Mr. De Veulle any direct questions?—I asked him if he had given any cocaine to Billie. He did not answer.

Did he say anything to you about what you were to do?—Yes; to know nothing as well. He also said, "Nobody has seen me give it to Billie except one woman, Miss Longfellow."

Questioned by Mr. Valetta, who represented the relatives, the witness replied: Miss Carleton mentioned to me that Mrs. De Veulle was jealous of her as the result of Mr. De Veulle's intimacy with her. She told me it was a ridiculous thing, and there was no need for jealousy.



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Did she tell you Mrs. De Veulle
had come to her crying?—I
believe she did.

Did she tell you that she told
Mrs. De Veulle that the thing
was ridiculous, and that Mrs. De
Veulle had accepted that?—Yes,
the same as she had done on
many occasions.

OPIMUM SMOKING PARTIES.

Was there another little doping
party given in connection with
opium smoking?—Yes.

Where was that?—It was at
Mr. De Veulle's.

Was there one before that?—
Yes. I have smoked opium twice
down in Chinatown.

Did Miss Olive Desmond give
one of these doping parties?—
Yes, also at Mr. and Mrs. De
Veulle's, and also at my own flat.

Who was present at Miss
Desmond's?—Mr. and Mrs. De
Veulle, Miss Billie Carleton, Mrs.
Lo Ping, and myself.

Mrs. Lo Ping was an English
woman married to a Chinaman.
She cooked the opium.

Did you know Mrs. De Veulle
had never partaken of any form
of drug before that meeting?—
I do not think she had.

NOTICE.

MARTIN'S
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PILLS

THE TRUST.

"These all died in faith, not
having received the promises, but
having seen them afar off."—
Heb. xi. 13.

They trusted God—Unslumbering
and unsleeping
He sees and sorrows for a world
at war,
His ancient covenant securely
keeping:
And these had seen. His promise
from afar.
That through the pain, the sor-
row, and the sinning,
That righteous Judge the issue
should decide
Who ruleth over all from the
beginning—
And in that faith they died.

They trusted England—Scarce
the prayer was spoken
Ere they beheld what they had
hungered for,
A mighty country with its ranks
unbroken,
A city built in unity once more:
Freedom's best champion, girt for
yet another
And mightier enterprise for Right
defied,
A land whose children live to
serve their Mother—
And in that faith they died.

And us they trusted: we the task
inherit,
The unfinished task for which
their lives were spent:
But leaving us a portion of their
spirit
They gave their witness and they
died content.
Full well they knew they could
not build without us
That better country, faint and far
descried,
God's own true England: but they
did not doubt us—
And in that faith they died.

C.A.A. in the Times.

The witness said Miss Carleton
gave a party at Mr. De Veulle's
flat. Mr. and Mrs. De Veulle,
Miss Olive Richardson, Miss
Rutland, Miss Carleton, Mrs.
Ping and himself were there. It
was in September. It cost about
£10, not £10 a head. The wit-
ness halved expenses with Miss
Carleton.

MISS CARLETON IN CHINATOWN.
Mr. and Mrs. De Veulle did
not smoke opium. He (the
witness) gave a party and
indulged in opium smoking with
Miss Carleton. One night Miss
Carleton asked him to take her to
Chinatown. He did so, and they
got there about one or two o'clock
in the morning. They went
down to smoke, and paid some-
where between £5 and £10,
sharing the cost between them.
He had been at Chinatown two
or three times, and had procured
cocaine from a lady there.

Mrs. Mary Hicks, maidservant
to Mr. and Mrs. De Veulle, at a
flat in Dover-street, said she often
brought money from Miss Carleton
to Mr. De Veulle. It might have
been for her dresses, which Mr.
De Veulle made. She had seen
Mr. De Veulle take something in
the way of drugs.

Mrs. Lo came to the house
several times with cocaine. The
witness had been sent to China-
town for cocaine. She paid £2
a packet for it. She went three
times. On another occasion Mr.
De Veulle sent her to a Mr.
Toosey, of Tollington-square.

Mr. De Veulle gave Miss Car-
leton the cocaine, and she put it in
her little bag, said the witness.

The coroner: Have you ever
seen this opium-smoking
apparatus?—Yes. I have
seen the opium pipe and
lamp. One Saturday night,
when Miss Carleton had been in
the afternoon, she left it with me.

"I did not know what to think
when I went to Limehouse," the
witness added; "I thought it
was a filthy hole. There was
water up to your knees, and you
had to go up black, dirty stairs."
Miss Fay Compton gave evi-
dence that she knew Miss Carleton
took drugs, and had tried to
persuade her to desist. Once
Miss Carleton came into the
witness's dressing room very
heavily doped at the Prince of
Wales's Theatre. She said: "If
you knew how difficult it is to
resist, when it is brought to me!"
The witness asked who brought
it, and she replied: "Reggie De
Veulle."

The hearing was adjourned.



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FROM KHAKI TO CIVVIES.

VISIT TO THE WIMBLEDON DISPERSAL CAMP.

The mysteries that accompany that transformation of a soldier into a civilian were investigated recently by a *Daily News* representative at the Wimbledon Dispersal Camp, one of the six stations that have been opened in the country for demobilisation purposes. The other five are at Shorncliffe, Oswestry, Chiseldon, Ripon, and Duddington, and the one selected for the returning soldiers is determined not by his regiment but by the convenience and the railway facilities afforded for returning him to his home as rapidly as possible.

The Wimbledon Dispersal Camp was formerly a training camp, and its chief characteristics are, therefore, wooden huts and mud. It has, however, been organised for its present purpose with every humane consideration for adding to the joy of the soldier's release. It is capable of passing through the gateway to civil life 2,000 men in 24 hours, though that limit has not yet been reached, and no man need be detained more than four hours.

On his arrival each man is supplied with a substantial meal. If he requires sleep or medical attention it is at his immediate disposal. Then he passes into a hut where his arms are collected, and on to another where any deficiencies in his kit are made good for him, for he retains his uniform for a month. In another hut he is offered the alternative of 52s. 6d. cash, or being measured for a suit of clothes which is sent to him by registered post within 28 days.

LOST DISCS.

The identification of each man often proves a difficult question. There appears to have grown up in the Army a custom which has given the demobilisation officers a great deal of trouble. Missing cards being scarce in the trenches, the approved method of sealing a friendship has been the exchange of identification discs, and it is no uncommon thing to find a "Tommy" wearing the disc of a "poilu."

The fact of identity established, the waning soldier handles his last satchel, into which he packs his trophies, loot, and personal belongings. Live bombs, and dangerous toys of that description, he must regretfully hand over. This concludes the giving up part of the process, and the more popular programme begins. Each man receives two new £1 Treasury notes, a railway voucher to his home, a ration-book, a protection certificate, and an unemployment policy, which guarantees him 20s. a week and allowances for children for 24 weeks while he remains unemployed.

A label is handed to him for the return later of his great coat, for which he receives a further £1. The gratuities and other instalments due to him on discharge are paid by means of a special savings deposit account in his name, which is posted on to him.

The soldier is then a civilian. He passes to a departure hut and is conveyed by a guide to the station when his train is due. Yesterday the departure huts were full of happy ex-warriors, eager for home.

"This is something like grateful treatment," said one of them, who was on his way back to the militia. "I don't like leaving this place. It makes me forget all I have gone through."

Major-Gen. B. F. Burnett-Hitchcock, Director-General of Demobilisation, explained some of the difficulties of his gigantic task.

THE JAPANESE SYSTEM.

"I have studied every scheme of demobilisation that was every designed since Scriptural times, when the cry was 'Back to your tents, O Israel,'" he said, "but I found most assistance from the scheme adopted by the Japanese when they came back from Manchuria."

One great difficulty is the varying terms upon which men

WINGARNS
THE WINE OF LIFE

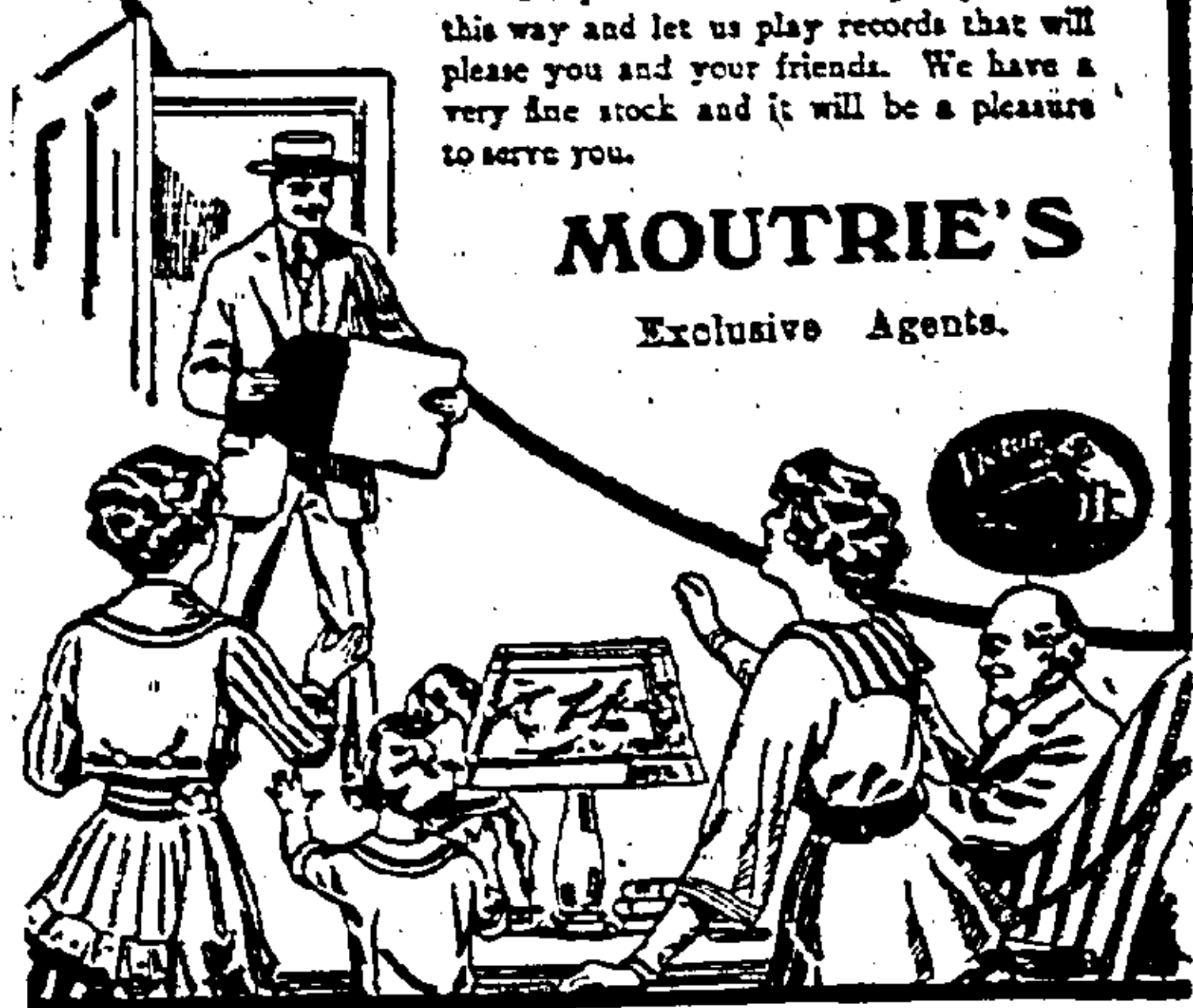
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Wine and Spirit Merchants.

signed on for military service. There are 10 different categories, each involving some special legal right, which has to be safeguarded. Then there is the transport difficulty, both on land and sea.

When the first batch of prisoners arrived from Holland, they brought with them 128 tons of luggage, an unexpected fact which quite upset the railway arrangements here. There were four pianos and a beehive full of bees, which caused consternation at the port when it upset.

The great question which every soldier is asking is how to be demobilised. Last week the Director received 37,500 letters on that point. In the case of miners, men over 41, called up under the second Military Service Act, students, or teachers nothing need be done. Their demobilisation has already been ordered. Thirty thousand men belonging to various Government services have also been included in a list of demobilisation, but 33 per cent. of these cannot be carried owing to inadequate details. Pivotal men can be applied for by their employers. Others must await a more settled military situation.

Certain classes of men cannot be released, such as those engaged on railways abroad, as their release would delay the demobilisation of others. Men in the mechanical transport, stretcher-bearers, and other indispensable men are in a similar position. One point is receiving special attention. No advantage is being given to home service men even if they can be spared. So far as possible, home and foreign service men are being released in equal proportions in order not to create any feeling of grievance amongst the latter, who regard themselves as the real soldiers.

HOW TO TRY THE KAISER.

Mr. F. G. Kellaway, Parliamentary Secretary to the Ministry of Munitions, and Coalition candidate for the Bedford Division, told a Bedford audience that he would like to see the ex-Kaiser tried by a jury of women—Six of them, widows of men who were sunk on the Lusitania, and Six mothers of girls deported from Lille.

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NOTICES.

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The purest and finest of Soaps, scientifically combined with an Oatmeal specially treated for the extraction of its bland, soothing, superlative qualities.

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A perfect Nursery Soap. It soothes as it cleanses. Its user smiles. Baby is kept in a healthy and beautiful state and to maintain the beauty through the baby's life.

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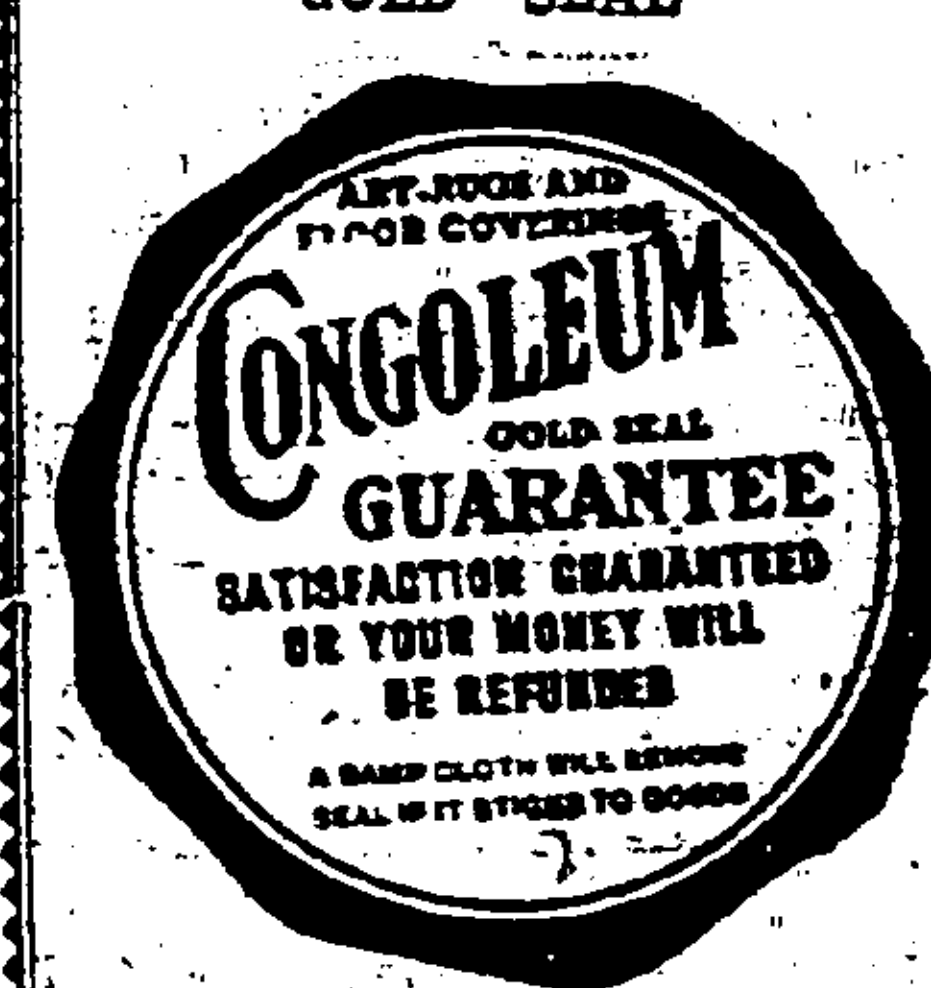
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Guarantee to extend printed—Kilometers under equal wearing conditions.
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We have just received a
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THERMOS FLASKS
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Pint and Quart sizes.

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MARINE RISKS at current
rates.

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for the above Company are
prepared to ACCEPT RISKS
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COLD CURE TABLETS
CURE A COLD IN THE SHORTEST POSSIBLE TIME.
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All communications intended for publication should be addressed to the Editor.
Business correspondence should be sent to the Manager.
The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance).
The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.
Single Copies, Daily, ten cents.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shaukean, Canton, who are our agents there.

DEATH.
MACFARLANE.—At his residence in Kowloon on the 7th inst. Dr. Harold Macfarlane, Government Bacteriologist, aged 43.
The funeral will pass the Mounment at 5 p.m. to-day.

The Hongkong Telegraph
HONGKONG, SATURDAY, FEBRUARY 8, 1919.
TO OBTAIN A TRUE REPARATION.

We are pleased to note that definite steps have been taken in the direction of fixing the amount of the indemnity which the Allies shall demand of Germany. A message from Paris states that at a meeting of the inter-Allied Committee on Reparation, it was decided to establish three expert sub-committees to consider the three following questions: 1, the valuation of the damage; 2, the financial capacity of enemy states, and means of payment; 3, the measures of control and the question of guarantees. The problem is undoubtedly a big one, and the difficulties are increased by the more or less different attitudes taken by the Allies in the matter. There is naturally a strong feeling in France in favour of demanding large indemnities. France has herself been made to pay in the past, but even if that fact is lost sight of, it is but natural that she should seek reparation for all the terrible injuries that she has suffered at the hands of the Germans in this war. Some of her fairest cities and countrysides have become mere ashes and waste lands, utterly devastated by the German vandals. And it is but justice. As Mr. Lloyd George stated in one of his election speeches: "By the jurisprudence of every civilised country in the world, in any lawsuit the loser pays. It is not a question of vengeance; it is a question of justice. . . . the party who is guilty of the wrong pays the cost."

The view of the British Government, while strongly in favour of all just indemnities, considers that immediate demands should not be such as to cripple Germany's ability to make future restorations. At least that is the impression left in one's mind, and though the same uncertainty holds good in the case of America, there seems, we think, a tendency rather adverse to indemnities as far as the latter is concerned. It will be seen, therefore, that the difficulties in gauging the amount that Germany must pay, and the manner in which it must be paid, are not lessened by the delicacy which surrounds the whole matter. Nevertheless there is no reason to believe that the Allies will not come to an agreement on the subject, a fact which is borne out by the formation of the three committees the other day. But it is going to be a big task to decide the indemnities, and much harder still to determine the best way that they should be exacted. It seems impossible that Germany can pay the huge cost of the war in hard cash. The figure has been quoted as \$24,000,000,000, and though there is a certain amount of gold now in Germany, much of which could not be got, it is inappreciable compared with the vast sums involved in a true reparation. The first thing to be done is to find out Germany's capacity for payment; then, and not till then can the indemnity be fixed. As Mr. Lloyd George said a few weeks ago "I have always said we will exact the last penny out of Germany up to the limit of her capacity, but I am not going to mislead the public on the question of the capacity until I know more about it."

It will be admitted, we think, that it is fatuous to hope that Germany can pay in full in cash, so the only thing that remains is that she must pay in goods. Sir Eric Geddes has said that an indemnity in goods would stagnate our Labour market. If a larger indemnity is to be paid over a term of years, the question is whether there is the capacity in the German Empire to meet this save by the production of goods which would compete with the products of Allied countries. There is, however, always the chance that Germany, in this case, might be better able to pay indemnities and so-relieve taxation in Allied countries. A shipping indemnity has also been advocated, but this so-called "ton for ton" policy is destined to fail because there are not enough German ships to make good our losses. Neither does there seem much to be hoped for from the suggested shipping pool for the Allied and the Central Powers, for it must be remembered that the matter may be viewed from different angles by ourselves and the United States. The task of the committee is a big one, for the biggest problem is not the amount of the indemnity but the best way by which full payment may be exacted. In a word they have to obtain a real reparation.

NOTES AND COMMENTS.

THE KIEL CANAL.

One of the many great problems which the Peace Conference has to face is the future of the Kiel Canal. Throughout the war there was only one sea on which the British merchant fleet was unable to sail: that was the Baltic, and there can be no doubt that this exclusion was due mainly to the Kiel Canal. One thing, of course is certain: Germany must not be allowed to retain unfettered control of this naval back-door, for there would be no reason why she might not be able to repeat the performance. There have already been several solutions suggested, but most of them can be set aside in advance. There can be no question of destroying the canal, an act of vandalism the effect of which must necessarily be only temporary. Another suggestion, that it should be controlled by Denmark, is, we consider, futile, for Denmark is not strong enough to undertake such a responsibility. Like many another present-day problem we think that the only solution for this one must be sought from the institution of a League of Nations. There will probably be talk of internationalisation, but it must remain talk until the League becomes a practical and time-proven organisation. There will be many such difficult questions such as this one, and each will demonstrate more fully the absolute necessity for a League of Nations, for it will be found that most of them are absolutely incapable of solution without it.

EUROPEAN ASSISTANTS FOR THE EAST.

The "Singapore Free Press" has been expatiating on the prospects of getting white labour from Home for the East, and in a leading article is extremely laconic on the question. It says that we have almost arrived at a time when it will, speaking from an economic point of view, be hardly worth the while of the employee at Home to come to the East. Yes, so long as the salaries offered do not enable a man to save. When dollars are reduced to pounds, shillings and pence the salary may appear tempting, but that is a suicidal thing to do. In the Far East the spending power is the dollar, and to put before the prospective employee desirous of coming out to the Far East that he gets so many pounds per annum is baffling him with a mirage. Some employers, no doubt, resort to this ingenious tactic and bring out Europeans on a salary of \$150 a month or less. Such imported men will find that it is not all beer and skittles. It is contended that the married salaried men brought out from Home are no better off than they were at Home, if the climatic conditions, isolation from home and friends and all the minor disadvantages which are associated with life in the East are put in the scale. Many would be inclined to endorse this assertion. The high cost of living and the almost stationary wages have certainly taken the gilt out of the gingerbread, and people coming out from Home could not do better than get into touch with some one who is thoroughly conversant with the conditions of living in the Far East.

THE SHANGHAI CUSTOMS.

The news received from Shanghai yesterday that the members of the outdoor staff of the Customs had decided at a mass meeting, to demand a general overhauling of the conditions of service will not come as a surprise to those who have a knowledge of what the existing conditions really are, and we cannot but agree that it is high time the matter was taken in hand and many real and genuine grievances remedied. In the first place, a tide waiter, as the new recruit to the outdoor staff is termed, has to sign on for ten years, at the end of which period he gets twelve months holiday, a year's wages and a second class passage home. His salary is Haikwan Tails 80 per month to start, and, if he is lucky, at the end of ten years he may be drawing \$200 a month. Free quarters are provided which consist of one room in the vicinity of Boone Road. Food is not provided but "rations" can be purchased, from the Customs Club, of a quality such as any man who has been in the habit of living decently would consider dear at any price. The men's work as tide waiters consists of going up and down the river, with night spells, in all weathers, and after about twelve months he may be put into a search party with possible opportunities to "squeeze," which, it must be

DAY BY DAY.

NEARLY ALL OUR ASSOCIATIONS ARE DETERMINED BY CHANCE OR NECESSITY.

To-morrow is the 65th birthday of Sir Edward Carson.

The opening rate of the dollar on demand to-day was \$a. 2-11 16d.

For the past twenty-four hours six cases of cerebro spinal fever were notified. All the sufferers were Chinese. One death took place.

An additional gift from Manila of 2 cases of pipetobacco, presented by Messrs. Meerkamp & Co., has been received by the War Charities Committee for forwarding to London for distribution among the wounded in Hospitals.

Prof Sklarewski and Mr. Sykora are giving a Musical Treat to Prof Danenberg's pupils in his Music Studio on Tuesday next. 300 tickets have been sold for the occasion, their last appearance in Hongkong will be on Wednesday at a Matinee in the City Hall.

DEATH OF DR. MACFARLANE.

With considerable regret we have to record the death of Dr. Harold Macfarlane, L. R. C. P., L. R. C. S. Edin., D. H. P., Oxon., D. T. M. and H. Cantab., who for some considerable time had acted in the capacity of Government Bacteriologist. The news of his death has come as a great shock to very many people who only a few days ago saw him about, when he seemed to be in his usual health. On Thursday, however, he was taken suddenly ill and though everything possible was done he died last night at his residence in Humphrey's Buildings, Kowloon. He leaves a widow with whom much sympathy is felt. The funeral takes place this evening, passing the monument at 5 p.m. Dr. Macfarlane, a man of a most retiring disposition but a hard and constant worker, came to Hongkong on September 23, 1903, as Assistant Medical Officer of Health and in October, 1909, was appointed Bacteriologist. He was Railway Medical Officer during the building of the Kowloon section of the Kowloon-Canton Railway. He was also Medical Officer in charge of the Public Mortuary at Kowloon and on assuming his position as Bacteriologist he undertook similar duties at the Public Mortuary in Victoria. Last year he was acting Colonial Veterinary Surgeon in addition to his other duties during the absence on leave of Mr. A. Gibson.

AMERICAN APPEAL FOR IRELAND.

A meeting at Madison Square Garden sent the following wireless message to President Wilson on his steamer as he was proceeding to Europe. "Twenty-five thousand American citizens, assembled in and around Madison Square Garden, with Cardinal O'Connell, of Boston, and Governor Whitman, of New York, as principal speakers, wish you Godspeed and a safe return, and urge you to demand at the Peace Conference self-determination for the people of Ireland." A similar appeal was made by unanimous resolution to the Foreign Relations Committee of the Senate. The President was enthusiastically cheered for several minutes at a stretch.

said, to the credit of the men, there have been few if any cases, although the temptation must have been great considering the poor remuneration. It should be remembered that before the war, most of the outdoor staff men were brought out from home where they occupied decent social and financial positions. It is not surprising, therefore, that the large majority of such men preferred to refund their passage money and quit the service for the better positions they were able to secure in commercial life and some of them are, at the present time, holding positions and drawing salaries such as they could not have hoped to secure, even after Hongkong service in the Customs.

THE NEW ST. JOSEPH'S COLLEGE.

AN ARCHITECTURAL BEAUTY.

[Special to the "Hongkong Telegraph"]

A well-equipped and commodious school is an asset of Society, and in this category must be placed the St. Joseph's College. It did not enjoy such a reputation six months ago and it is due to the enterprise of the Christian Brothers in purchasing the property. The St. Joseph's College building is an imposing architectural structure. As an educational institution it is one which the Colony should feel proud of.

The view is magnificent from the school; on one side there is the harbour and on the other the Peak rises majestically. A very clear view of all the surrounding properties can be obtained. More healthful surroundings for a school cannot be secured. The building is of a very elaborate architecture, and the beautiful surroundings and imposing four-storied building, should satisfy the tastes of the most fastidious educationalist. We could not afford to build a school like this in the present times. The fact that the Germans had to borrow considerably to complete the building bespeaks its enormous cost.

It is strange that the German Club was utilised into a school without any big alterations. The ground floor is used by the boys as a play hall when it rains. In front of that is a big court for day scholars and boarders and a lower court for tennis. Gymnastics will be organised later on. There is a lavatory on the court, which is on the automatic flush system, the water being obtained from a nalah. The alterations, and additions to the building have been carried out under the supervision of Brother Amer, ably assisted by Mr. J. V. Chamatong.

The first floor is used as class rooms. We have here the junior classes (3, 4, and 5), which accommodate about 200 boys. On the same floor we have that indispensable adjunct—the kitchen—and also the boarders' dining hall.

The whole building is beautifully lighted and ventilated. The dining room accommodates 70 boarders. Every square inch of the building is utilised by the Brothers, and even in utilising it in this fashion there is not enough accommodation for all the students of the College. The Brothers are still obliged to make use of the Robinson Road building.

On the second floor there are three classes, the senior classes and the Oxford Preliminary classes, and these have 120 boys. The same floor also holds a chapel, which was previously the board room of the Germans. The wood carving in this part of the building is quite in keeping with the sacred place. The floor is of beautiful teak and extremely strong. The mirror sideboard has been converted into a niche for statues, and the carving is so exquisite that no change was needed to make the board room into a beautiful sanctuary.

The girders are 18 inches incased in cement. The partitions separating the classes are folding, made of cardboard and painted in chocolate. They are easily changed about and have the appearance of teak doors. The doors are all spring and glazed. Entering this floor floor, there is the statue of the Father of the Christian Brothers, the photos of His Majesty the King and Marshal Foch. On the western corner is the Brothers' dining hall, which is connected with the kitchen.

The western end of the whole building is particularly strong, being constructed of concrete, throughout. There are laboratories on the second and top floors.

The third floor was either the hall or reception room of the Germans. The St. Joseph's College Brothers have converted it into a dormitory, which accommodates seventy boarders. Sitting rooms lead from the principal hall on this floor, and there are additional dormitories.

1894.

HONGKONG TWENTY-FIVE YEARS AGO.

[Compiled from the "Hongkong Telegraph" files for week ending February 16, 1894.]

THE DOLLAR.
February 12.—The rate of the Dollar, on demand, to-day is \$a. 2d.

THE COLONY'S FINANCES.
There are a few dollars—not a fifth part of what there ought to be—still in the Colony. According to returns in the Government Gazette, the Hongkong and Shanghai Bank has a specie reserve of \$2,000,000 against an average note circulation of \$5,160,172 and the Chartered Bank of India, Australia and China \$900,000 to cover \$1,331,936. These figures suggest a good deal to practical students of the uncertain times in which we live, and ever present possibility of a commercial collapse. Of course there is more money than this in the Colony—not a very great deal more—but most of it, to use a favourite expression with the dead-broke division is "tied up." There are sixty-seven cents still remaining in our Treasury, which the office barber indignantly refused to accept as payment on account for his past month's ministrations to the general staff including the Office Gate.

TRAFFIC REGULATIONS.
In the police notification published in Saturday's Gazette which nobody in any way interested is likely to see—laying down regulations for the management of the traffic during the forthcoming races, the erudite author or editor, or some other talented galoot who fancies he knows the Chinese language, refers to "the Races at Wong-nai-ch'ung." This is the sort of rotten affectation that makes taxpayers savage to have to contribute for Chinese teachers to Government officials who, in their business duties, have about as much use for the native tongue as they have for an intimate knowledge of the cuneiform inscriptions.

VICTORIA RECREATION CLUB.
February 13.—At a special meeting of the Victoria Recreation Club this afternoon, the new rules providing for admission by balloting committee instead of the whole body of members, were confirmed.

A PRESENTATION.
At a special meeting of the members of the British Mercantile Marine Officers Association held last night, Mr. D. Shearer, the Secretary presiding, Captain Harris, master of the s.s. Namoo, was presented with a very chaste silver flower vase bearing the inscription—"Presented to Captain H. C. A. Harris by his friends, members of the B. M. M. O. A. in recognition of his past services to the Association."

TRADES AND GENTLEMEN.
February 15.—Chief Justice Sir Fielding Clarke said in the Supreme Court yesterday that the term "trader" was as vague and indefinite (he meant in Hongkong, of course) as the term "gentleman." His Honour was about right, especially if he had in his mind's eye "in re a gent one," etc.

WHY TAKE OIL OR SALTS?

when perfect regularity can be ensured by the occasional use of



the dainty little liver and bowel regulators which act as gently as nature.

Pinkettes are laxative perfection: cure biliousness, torpid liver, sick headaches, pimples and skin blemishes. Of chemists, or send 60 cents for a trial to Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

There is a spacious bathroom supplied by five big tanks with a total of twelve cubic metres. The bath room is a combination—for washing and bathing—and the pressure of the water supply is very strong.

The top floor is occupied entirely by the Brothers as private rooms, with accommodation for eleven Brothers. There is also on this floor the Director's office and the Brothers' library.

TO-DAY'S MISCELLANY.

There are still some Guelphs living in Florence, the headquarters of the League formed over 600 years ago by the Guelphs against the Ghibellines, and the tumbling of German thrones may possibly bring an accession of wealth to these Italian members of the house from which our own Royal Family springs. In 1903 they filed a claim in the Italian courts for a share of the Guelph property confiscated by Prussia, but failed to obtain a hearing, as the judges asserted they had no jurisdiction in the country where the property is situated. Thereupon Signor Rastelli, the distinguished lawyer engaged on their behalf, went to Berlin and interviewed the Imperial Chancellor. Prince Bulow told him that the German Government would investigate his clients' claims to a share of the Guelph funds if officially asked to do so by the Italian Government. Signor Rastelli could not induce his Foreign Office to take any action, and so the claim lapsed until 1908, when the late Kaiser and the Duke of Cumberland were formally reconciled. Then Signor Rastelli published an eloquent plea for the reopening of the question. "Under the altered circumstances," he wrote, "the Germans ought to act—and act promptly—without awaiting an official request. The burying of the hatchet between the Hohenzollerns and the Guelphs affords an opportunity for an honourable compromise of the claims advanced by my clients." Needless to say, this appeal proved fruitless.

Morris-dancing, now adopted by the army for an additional means of physical culture, is remotely connected with recovered Ghent. It is supposed to have been brought to England during the reign of Edward III. by John of Gaunt when he returned from Spain. Antiquaries dispute whether the morris-dance originated among the Moors or came from Scotland, as association with the sword would suggest; but Handel, no mean judge, considered the morris to be as characteristically English as the minuet is French and the saraband Spanish. Some years ago an attempt was made to revive morris-dancing, which however, has never died out in the North of England. Lancashire formerly possessed famous trainers of morris-dancers, one of whom was employed in Brierley to train dancers for a Lancashire play produced at a Manchester theatre. Before the war there were three sets of morris-dancers around Manchester, notably at Ashton-under-Lyne, who used to visit neighbouring "wakes."

Clothing, writes an R.T.O. to a Home paper, is one of the first requisites for returning refugees. A great many of them left their homes with only what they were wearing at the time and with summer coming on. Clothing now is, of course, being given in the first instance to people who have been through the German occupation and have been reduced to an absolute minimum or less. But in many cases there is not much to choose between them and the refugees. Curious garments of all sorts and kinds are eagerly welcomed and proudly worn. A good many khaki garments have found their way mysteriously to the refugees, and these are most welcome of all, but a hat with an ostrich feather created more of a sensation. One woman was wearing in great comfort a Tommy's coat, while a very small boy, to his infinite content, had a Fusilier tunic with badges and buttons. In this part of the world clothes have touched bottom, so to speak, and fashions remain to be set anew. Rivalry is nevertheless as rife as ever in the Rue de la Paix.

During the war our vocabularies have been seriously strained in our efforts to compass its size and intensity. It is something to find, with the approach of peace, a recovery of a sense of proportion. A conversation I had last night with a grocer's vanman, which had exhausted all the platitudinous comment, ended on this reflection of his, that seemed to me as far from all suggestions of a new spirit, a purified people, and the like as from sheer vindictiveness: "Aye," he said, thoughtfully, "it's been an awkward affair, and no mistake, Good night."



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TOWN.

THE SAILORS' AND SOLDIERS' HOME.

REPORT FOR THE YEAR.

The Report of the Soldiers' and Sailors' Home for 1918 states *inter alia* that the trend of things during the fourth year of the war continued in a homeward direction; every man was needed to help in forcing the final decision. The number of Service men in the Colony have thus been far fewer than in normal times, and even when here the men have seemed to be attached, not so much to a Garrison or Naval Base as to a Training camp from which every man might expect to be drafted to the Front. This has meant that the circumstance in which the Home has operated, during the war have differed vastly from those of the crowded centres on the great highroads in the different theatres of war. Some items of income have been much reduced; but all the activities of the Home have been maintained and the year ends with a fair balance in hand. No public appeal has been made in the Colony during the War, and with the exception of one grant from the Admiralty, the donation of the Whampoa Bethel Fund and a grant from the Canadian British Sailors' Relief Fund, the Home has been run on a self-supporting basis. The following figures give some idea of activities during the year:—

40,000 meals, including teas and light refreshments, served.
5,500 men have slept at the Home.

7,500 men have attended "At Homes," concerts and lectures.
5,000 men have attended religious meetings.

The kindness of the G. O. C. is gratefully acknowledged in allowing us the services of a soldier-manager. Without some such arrangement it would have been impossible for us to have carried on. The Whampoa Bethel Fund sent in its usual donation of \$300. The Admiralty have sent us a full supply of home papers for the reading room, and all the local papers have kindly supplied us with free copies throughout the year. Many ladies have given us willing assistance, and we especially acknowledge the great assistance we have received from time to time from the ladies associated with the Wesleyan Church. By the kindness of the donors of the Services' Entertainment Fund, concerts, lectures and light refreshments have been provided. Under the auspices of the Fund the Sunday afternoon "At Homes," attended by about 5,000 men, have been continued through the year. The large attendances at the P.S.A. for Service men, held in the Home every Sunday afternoon, have demonstrated a real interest in religious ideas, and without doubt many men have been helped by the warmth and reality of these simple gatherings. The new Praya East reclamation scheme will in due time involve the removal of the present Home. Representations as to future plans have already been made to the proper authorities, and eventually, we hope to be able to reconstruct the Home on a larger scale and to extend its work and influence. The financial statement shows a balance of \$1,707.

CORSAIR MOZOE'S FALSE COLOURS.
The exploits are remembered of the German Corsair Moewe, which for several months made many victims. Germany has always maintained that this vessel sailed the seas proudly flying the German flag. A seaman named Kirchner, of Alsatian origin, employed at the staff headquarters, presented himself recently at the French Consulate in Strasbourg and handed over a British flag, which he declared was used by the Moewe to conceal her identity.—Exchange.

COMPANY REPORT.

HONGKONG TRAMWAY CO., LTD.

The Directors of the Hongkong Tramway Co., Ltd. submit the audited statement of accounts for the year ended 31st December, 1918.

The gross profit for the year amount to ... £58,729.13.8
From this must be deducted the Debiture Interest 6,495.15.0
Showing a net profit of ... £52,235.18.8

to which would be added the amount brought forward from the last Balance Sheet, after allowing for the final dividend of £11,375 ... £12,267.4.4

Making a balance of £64,503.3.0 Of this there has been transferred to Contingent Liability Account £70,000

The Interim Dividend for 1918 of 7d per share, paid 21st August absorbed £9,479.3.4. The Directors now recommend the payment of a Final Dividend for 1918 of 10d per share—£13,541.13.4 ... £93,020.16.8

Leaving to be carried forward ... £1,482.6.4

Dr. J. W. Noble resigned his seat on the 29th July, 1918, and the Rev. Father L. Robert was appointed to fill the vacancy. The Hon. Mr. E. Shellim also resigned on the 2nd December, 1918, and Mr. A. H. Compton was appointed to fill the vacancy. The Rev. Father L. Robert and Mr. A. H. Compton are now eligible for re-election. The retiring Director is Sir Robert Ho Tung who is eligible, and offers himself for re-election. The auditors, Messrs. Lowe Bingham and Matthews, offer themselves for re-election.

WINGARNS
THE WINE OF LIFE

THE "TELEGRAPH" IS THE FEATURE PAPER.

LOOK OUT

On MONDAYS for

"CURRENT COIN"

On TUESDAYS for

"AN ISLANDER'S DIARY"

On WEDNESDAYS for

"MODERN MODES"

On THURSDAYS for

"MUSICAL JOTTINGS"

On FRIDAYS for

"ROBBIE'S LETTER"

On SATURDAYS for the

"PICTORIAL SUPPLEMENT"

SOMETHING FOR EVERYBODY.

Note the day on which your

favourite feature appears.

THE COMING RACES.

TRAINING NOTES.

DERBY GRIFINS.

Much hard work was done this morning and the majority of the ponies went long distances. The outside (grass) course was used and was in fine condition. The time given of Victory Star must be taken with reservation, since the pony bolted, and went twice round the course before the timed gallop was taken. It is still too early to prophesy, but as will be seen, some good times were recorded. The following were the times taken:—

Vesuvius Dahlia and Purity Dahlia. One mile.—36.1/5; 1.12.1/5; 1.46.1/5; 2.18.3/5.
Mountain King. One mile and a half. Last mile.—33.2/5; 1.7.2/5; 1.41.2/5; 2.14.1/5.

Olympic Dahlia. One mile.—33; 1.7; 1.42; 2.14.3/5.
Grey Mouse. One mile.—39; 16.1/5; 1.32.1/5; 2.24.

Wisdom. Last three quarters.—37.1/5; 1.12.2/5; 1.45.
Footlight. One mile and three quarters.—47; 1.31.3/5; 2.11.1/5; 2.49; 3.28; 4.03.2/5; 4.33.2/5.

Alexander. Two miles, last mile and three quarters. 39.4/5; 1.18.2/5; 1.55; 2.33; 3.12.1/5; 3.47; 4.19.1/5.

American Chief. One mile and three quarters. Last mile and a half.—38.3/5; 1.14; 1.49; 2.17.2/5; 3.00.4/5; 3.37.

Albion Dahlia. One mile.—34.3/5; 1.10; 1.45.3/5; 2.18.

Meymoon. One mile.—35; 1.11.2/5; 1.45; 2.19.

Firelight. Last mile and a quarter.—36; 1.14; 1.51.2/5; 2.27.2/5; 2.59.

OLD PONIES.

Triumph. One mile and a quarter.—37.2/5; 1.13; 1.46.2/5; 2.21.1/5; 2.52.

Sandy. One mile.—38.1/5; 1.19; 1.53.2/5; 2.26.2/5.

Dainty Light. Last mile.—41.2/5; 1.23.2/5; 2.5; 2.42.

Malcolm. One mile and a quarter.—40; —; and 2.02; 2.36; 3.07.

Gentle Cat. Last three quarters.—45; 1.26; 1.53.2/5.

Tytan Chief. One mile and a half. Last mile and three quarters.—36; 1.13.4/5; 1.49; 2.22.2/5; 2.50.

Night Hawk. Last three quarters.—41; 1.24; 1.53.1/5.

Crest. One mile.—44; 1.25; 2.06; 2.41.

Black Cat. One mile and a half.—44; 1.24; 1.43.1/5; 2.12.2/5; 2.37.2/5; 3.11.1/5.

Snuff Box. One mile and a half.—44; 1.25; 2.06; 2.41; 3.15; 3.49.

Coronet Dahlia. Last half mile.—34; 1.7.

Spotted Sand. One mile.—35; 1.10.4/5; 1.45.4/5; 2.16.4/5.

Winter Light. One mile and a half. Last three quarters.—1.14; 1.45.

Burning Daylight. Last mile and a quarter.—35.4/5; 1.10; 1.45; 2.19; 2.50.

Attraction Dahlia. One mile.—35; 1.10.3/5; 1.44.4/5; 2.16.

Dun Duke. One mile and a quarter. Last mile.—35.4/5; 1.12.3/5; 1.48.4/5; 2.22.1/5.

Upwood Park. One mile.—41; 1.20; 1.53; —.

Fairy Light. Last three quarters.—37.1/5; 1.13; 1.44.1/5.

Formosa Chief. One mile and a quarter.—37.2/5; 1.15; 1.52.2/5; 2.29.4/5; 3.03.1/5.

SUBSCRIPTION GRIFINS.

Tarantula. One mile and a quarter.—42; 1.20; 1.58; 2.34.4/5; 3.07.2/5.

Napoo. One mile.—35; 1.9.1/5; 1.44; 3.22.2/5.

Blighty One mile.—35; 1.9.1/5; 1.44; 2.21.

Victory Star. Last half mile.—1.7; 1.43.

Avon Dahlia. One mile and a half. Last mile and a quarter.—35.2/5; 1.12; 1.50; 2.30; 3.8.1/5.

Thames Dahlia. One mile and a half.

Last mile and a quarter.—1.11; —; 2.24.1/5.

Jeyhoon. Three quarters of a mile.—37; 1.13; 1.46.

Cassius. One mile and a quarter. Last mile.—38.1/5; 1.18.1/5; 1.54.1/5; 2.25.3/5.

Beach Sand and Sea Sand. Last half mile.—1.10.

Rheostat. One mile.—38.1/5; 1.13.3/5; 1.51; 2.24.4/5.

Smoke Box. Last mile.—38.1/5; 1.12.2/5; 1.46; 2.21.4/5.

White Fang. Last three quarters.—35.1/5; 1.11; 1.49.

DAIRY FARM NEWS.

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SAUSAGES BRAWN PRESS'D B.E.F.

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1919

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ADVERTISEMENT.TOYO KISEN KAISHA.
S.S. "TENYO MARU."From SAN FRANCISCO VIA
HONOLULU, JAPAN PORTS
AND MANILA.

The above named steamer having arrived, consignees of cargo are hereby notified to send in their Bill of Lading for counter-signature and to take immediate delivery from alongside.

Cargo remaining undelivered on 11th February, 1919, at 5 P.M., will be landed at consignee's risk, and expense, and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the goods have left the Steamer or Godown.

All chafed and damaged cargo will be landed into Company's Godowns, where they will be examined on 17th February 1919, at 10 A.M.

No Claim will be recognised if filed after the 22nd February, 1919.

T. DATOO,

Manager.

Hongkong, 8th February, 1919.

SIAMESE PRINCE IN
HONGKONG.

His Royal Highness Prince Yugula of Siam and suite including His Excellency Phya Visutra Sagoradith, a former Siamese Minister to Japan, Major Phara Dhep Darunanusith, A. D. C. to His Royal Highness, Luang Prasatra Vejakar, Medical Inspector for the Siamese Southern Provinces, Luang Nibhadha Jananukula, Private Secretary, and other gentlemen in attendance and servants arrived here from Bangkok per S. S. Chinhu yesterday afternoon, 7th February, and are staying at the Hongkong Hotel.

GREAT AUSTRALIAN EXPEDITION.

Mr. Lloyd is heading an expedition of six experts with aeroplanes and motor cycles which left Sydney on January 14 for a survey of the Trans-Australian route to Port Darwin, and thence to the Eastern Archipelago, India, and Egypt. Sir Edmund Barton, presiding at a company meeting, characterised the expedition as an epoch-making event in the world's history, and as a factor which would entirely eliminate Australia's isolation.

TO-DAY'S
ADVERTISEMENTS.

NOTICE.

U. S. R. C.

IN CO SEQUENCE OF THE DEATH OF DR. MCFARLANE THE DANCE WHICH SHOULD HAVE BEEN HELD THIS EVENING IS POSTPONED.

Hon kong 8th February 1919.

HONGKONG, CANTON AND
MACAO STEAMSHIP
CO., LTD.

NOTICE TO SHAREHOLDERS

THE NINETEEN-NINTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Offices of the Company, Hotel Mansions, on TUESDAY, the 11th FEBRUARY 1919, at 12 O'CLOCK, NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th January to 11th February 1919, both days inclusive.

NOTICE.

HUMPHREYS ESTATE AND
FINANCE CO., LTD.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 15th February, 1919, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December 1918. The TRANSFER BOOKS of the Company will be CLOSED from the 8th February to the 14th February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS
& SON,
General Managers
Hongkong 29th January, 1919
Hongkong 7th January 1919.

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Collars
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Smart styles.
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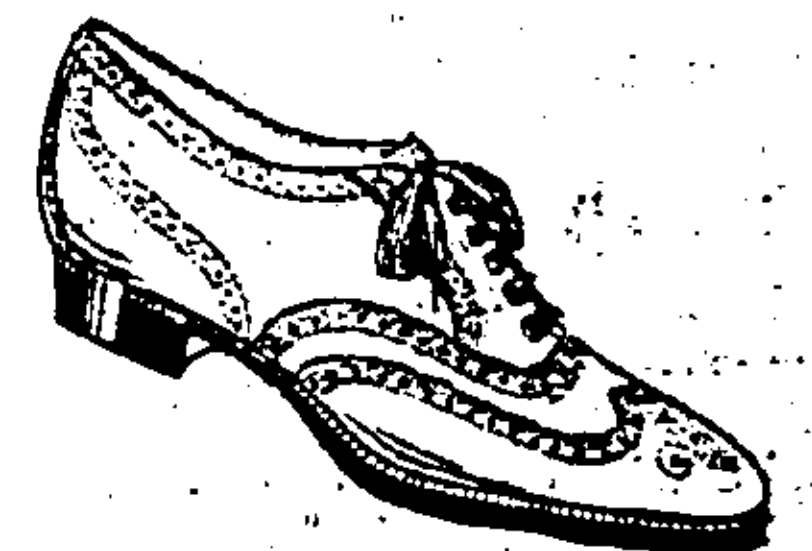
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EGYPT &c.
FOR MARSEILLES & LONDON VIA SINGAPORE,
PENANG, COLOMBO & PORT SAID.

S.S.	leave Hong-kong about	Due Marseilles about	Due London about
NORE	23rd February	30th March	8th April
NOVARA	12th March	17th April	26th "
NELLORE	9th April	15th May	24th May

FOR SINGAPORE, COLOMBO & BOMBAY.

S.S.	leave Hong-kong about	Due Bombay about
DUNERA	10th February	28th February
HEJAZ	17th February	9th March

FOR SHANGHAI, MOJI & KOBE Etc.

S.S.	leave Hong-kong about	Due Shanghai, Moji & Kobe
NOVARA	12th Feb., noon	Shanghai, Moji & Kobe

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For PASSAGE RATES, HAND-BOOKS,
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P. & O. S. N. Co. E. V. D. Parr,
Hongkong, 8th February, 1919. Superintendent.

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LIMITED

PACIFIC SERVICE

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Shanghai Nagasaki (or Moji) Kobe & Yokohama.

Steamer	From Hongkong	Arrive Vancouver
EMPERESS OF RUSSIA	27 Feb.	17 March.
EMPERESS OF JAPAN	12 March.	2 April.
EMPERESS OF ASIA	27 March.	14 April.
MONTEAGLE	5 April.	29 April.
EMPERESS OF RUSSIA	24 April.	12 May.
EMPERESS OF JAPAN	7 May.	28 May.
EMPERESS OF ASIA	22 May.	9 June.
MONTEAGLE	10 June.	4 July.
EMPERESS OF RUSSIA	19 June.	7 July.
EMPERESS OF JAPAN	2 July.	23 July.
EMPERESS OF ASIA	17 July.	4 Aug.
MONTEAGLE	20 Aug.	13 Sept.

For particulars regarding passage fares, sailing and reservation of accommodation, also information of rates and conditions of service, apply to
P. O. BUTTERFIELD & SWIRE,
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Phone 752.
HONGKONG.

BRITISH INDIA S. N. CO., LTD.

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For freight or passage, apply to

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Hongkong, Sept. 24, 1917.

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Hongkong to San Francisco,
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THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "COLOMBIA"	26th February.
S.S. "VENEZUELA"	26th March.
S.S. "ECUADOR"	23rd April.

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SHANGHAI, KOBE & YOKO- HAMA	*Iyo Maru T. 12,330	THURS. 20th Feb. at 11 a.m.
NAGASAKI, KOBE & YOKO- HAMA	*Tango Maru T. 13,760	SAT. 22nd Feb. at 11 a.m.

SHANGHAI, MOJI & KOBE...	*Yamagata M. T. 8,000	FRIDAY, 14th Feb.
	*Taiso Maru T. 7,000	SATURDAY, 15th Feb.

LONDON or Liverpool via Singa- pore, Malacca, Penang, Colombo, Suez and Port-Said	*Mishima M. T. 13,530	MON. 17th Feb. at 11 a.m.
	*Sado Maru T. 12,560	FRI. 21st Feb. at 11 a.m.
MELBOURNE via Manila, Zam- boanga, Thursday Is., Town- sville, Brisbane & Sydney	*Kamakura M. T. 12,410	WED. 19th Feb. at 11 a.m.
	*Tango Maru T. 13,760	WED. 26th Mar. at 11 a.m.

NEW YORK via Shanghai, Kobe
Yokohama, San Francisco and
Panama Canal

BOMBAY via Singapore, Malacca and Colombo	Hwahwu M. T. 8,000	Middle of February.
CALCUTTA via Singapore, Pen- ang and Rangoon	*Yubari Maru T. 8,000	Beginning of March.
	*Akita M. T. 8,000	Beginning of March.

For date of sailing apply at
the Company's Office.
Hwahwu M. Middle of
February.
Yubari Maru Beginning of
March.
Akita M. Beginning of
March.
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.
Telephone Nos. 292 & 293.

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VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

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Steamer	Leave Hongkong	Leave Yokohama
TEIKO MARU	14th Feb.	25th Feb. from Yokohama.
KORU MARU	14th Feb.	1st March.
SHIRYO MARU	14th Feb.	21st March.
PERIA MARU	14th Feb.	21st April from Yokohama.
LA MARU	14th Feb.	21st May from Yokohama.
SIYU MARU	14th Feb.	21st May from Yokohama.

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ANYU MARU 1st April.
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Passengers may travel by rail between ports of call in Japan free of charge.
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The s.s. "BINTANG"
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March 27th, 1919. February 7th, at 1 p.m.

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Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton
Hongkong, Jan. 2, 1917. General Agents.

SHIPPING NEWS.

MERCHANT VESSELS AND GUNS.

Shipowners have been cir-
cularised, says the London cor-
respondent, of the Journal of
Commerce as to the future of de-
fensively-armed merchant ships.
A circular has been received from
the Admiralty Naval Staff asking
for a list of those shipowners who
wish to retain the guns in their
vessels on the conclusion of
peace. The subject has caused a
certain amount of humour
amongst shipowners, who are
wondering what use guns
would be to them during an
era of peace. Sentimental con-
siderations might weigh with a
few owners, and the question has
been asked in several quarters
whether in the event of ship-
owners deciding to retain the
guns they will be presented with
a bill for the cost of same by the
Admiralty authorities. A well-
known London shipowner in-
terviewed on the subject said:-
"Personally, I require the
guns on my vessels to be
dismantled as soon as the author-
ities give the sanction for their
removal. I desire to utilise the
full capacity of my ships. There
are about fifteen or more different
types of guns, many of them are
heavy, and the removal of one
type and the strengthening would
give me the ability to load about
five tons more. What good are
the guns anyway? In two years,
or less, the advancement of
gunnery science would render
the present types obsolete.
Many shipowners are aware of
the number of times the guns
were changed during the past two
years, owing to the newer and bet-
ter types being constantly turned
out. The Committee of the
Chamber of Shipping has had the
subject under consideration, and
is not in favour of continuing the
arming of merchant vessels after
the war. The Committee, how-
ever, is of the opinion that if
vessels are to be armed the
expenses should be borne by the
Government, and that the gun
and gun crews should be kept
ashore."

RIGHTS OF FOREIGN
COMPETITORS.

Mr. Jeddfield, Secretary of Com-
merce, addressing the Chamber of
Commerce of the United States,
called attention (says a Reuter
Atlantic City message) to the
scarcity of the world's shipping,
and declared that for some time
the United States must feed the
world and supply raw materials,
in addition to having care of the
United States Expeditionary
Forces. He intimated some
action might be necessary in
Russia. "We don't know," he
remarked, "what is behind the
Russian veil. The entire carry-
ing of every ship in the world
was taken for the next two years.
He urged the adoption of the
golden rule in business recognis-
ing the right of foreign com-
petition and studying the welfare
of foreign customers."

SHIPBUILDING TONNAGE
RETURNS.

Lord Pirrie, the Controller-
General of Merchant Shipbuild-
ing, has issued the following
statement for publication:-"As I
have already intimated by letter
to the shipbuilders, there is no
longer any necessity for secrecy
with regard to shipbuilding
matters, and no objection will be
taken to the publication of pa-
ragraphs relating to the com-
pletion of merchant vessels or to
the tonnage output (from any
particular firm or port. At the
suggestion of the Shipping Con-
troller I would ask those firms who
wish to issue their tonnage returns
at the end of the year to express
their output in 'gross' tons, as
measured by the Board of Trade,
for the purpose of comparison,
and not to complicate the figures
by the inclusion of deck erections.
I should like to take this oppor-
tunity of expressing my thanks
to the heads of the shipbuilding
firms who have given me their
loyal co-operation in the building
of standard ships which, although
unpopular in some quarters, were,
up to the cessation of hostilities,
a necessity imposed upon us by the
exigencies of the war. To the men
and their leaders I should also
like to say how much I appreciate
their adoption of labour-
saving devices. As a case in
point, the serious shortage of
riveters, which in the early part
of this year was delaying the
whole industry, is to some extent
being overcome by the adoption
of pneumatic plant, and I am
very glad to be able to state that
on no occasion during my period
of office have the men declined to
accept any such suggestions."

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SWATOW & SHANGHAI	Kwelin	9th Feb. at 11 a.m.
SHANGHAI	Yingchow	9th Feb. at 4 p.m.
SHANGHAI	Sinkiang	11th Feb. at noon
SHANGHAI	Suyang	13th Feb. at noon
SHANGHAI	Chenan	15th Feb. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation Amidships; Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai, taking Cargo on through Bills of
Lading to all Yangtze and Northern China Ports. Passengers are
Landed in Shanghai, avoiding the inconvenience of transhipment
at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 36.
Hongkong Feb. 8, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tijaras	Java	28th Feb.	29th Feb.	Java
Tijamasok	Java	19th Feb.	25th Feb.	Shanghai.
Tijkini	Java	2nd Feb.		

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

Telephone No. 1574. JAVA-CHINA-JAPAN LIJN.
York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for first Class Passengers, Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
-------------	---------	----------

Malan ... A. H. Stewart ... SATUR. 8th Feb. at 1 p.m.
Malhong ... J. W. Evans ... FRI. 14th Feb. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
SANDAKAN	Mausang	Sat., 8th Feb. at 10 a.m.
SHANGHAI via Swatow	Wingsang	Sun., 9th Feb. at daylight.
HAIPHONG	Loksang	Tues., 11th Feb. at 8 a.m.
STRAITS & Calcutta	Kwaisang	Tues., 11th Feb. at 3 p.m.
S'PORE & Samarang	Hinsang	Wed., 12th Feb. at 3 p.m.
MANILA	Yuersang	Fri., 14th Feb. at 3 p.m.
MANILA	Loongsang	Fri., 21st Feb. at 3 p.m.
STRAITS & Calcutta	Yaisang	Sat., 1st Mar. at 3 p.m.

CALCUTTA LINE.—This line is temporarily discontinued owing to the war, but at present a monthly
service is maintained with Calcutta by the s.s. "KWAISANG" and "VITTA" calling at
Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted
with Electric Light and Fans, and carries a fully qualified surgeon.

SINGAPORE LINE.—The s.s. "YAN WAIKING" leaves for Singapore approximately every
month. This vessel has excellent accommodation for first class passengers, and is fitted
throughout with Electric Light and Fans and also carries a fully qualified surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes
calling at Swatow. Steamers on this line have a limited amount of passenger accom-
modation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.
Through Bills of Lading are issued to all Northern and Yangtze Ports.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hanoi where
inducement offers.
BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to
500 tons of cargo space.

Cargo taken on through Bills of Lading for Kadea, Jesselton, Labuan, Terni and Lahad Dato.
TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin
calling at Wanchow and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settle-
ment, are required to produce on arrival at destination passports
with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 245.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

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General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureau.

American Business a Specialty.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON—Monthly direct service via Singapore and Port Said.
GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.
MARSEILLES—Monthly direct service via Singapore & Port Said.

"INDUS MARU" 14th February.
BUENOS AIRES, RIO DE JANEIRO, SANTO, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.
"SUMATRA MARU" Saturday, 15th February.
BOMBAY VIA SINGAPORE AND COLOMBO
"KENN MARU" Saturday, 8th February, at daylight.
"KASADO MARU" 14th February.

BATAVIA, SOERABAYA, SAMARANG—Monthly direct service.
SYDNEY, MELBOURNE—Monthly service calling at AUUCKLAND, N. Z. and ADELAIDE.

VICTORIA & ACOMA VIA MANILA, KEFLU, G. SHANGHAI, NAGASAKI, M. JI, KOBE, YOKKAICHI & YOKOHAMA.
"AFRICA MARU" Tuesday, 25th February, at 3 p.m.

HAIPHONG—Three times a month service.
"TAITOKU MARU" Monday, 10th February.

KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

TAKAO VIA SWATOW AND AMOY.
"FOSHU MARU" Thursday, 14th February, at 9 a.m.

KEELUNG VIA SWATOW AND AMOY.
"KAIJO MARU" Sunday, 9th February, at 10 a.m.

"AMAKUSA MARU" Sunday, 16th February, at 10 a.m.
"JOSHIN MARU" Monday, 10th February, at 9 a.m.

For sailing dates and further particulars please apply to—
K. YAMASAKI,
Manager.
Tel. No. 744 and 745 No. 1, Queen's Building.

YAMASHITA
KISEN KAISHA

INCORPORATED IN JAPAN.
(THE YAMASHITA STEAMSHIP CO., LTD.)

Steamship Owners, Brokers for the Sale, Purchase, Construction and Chartering of Steamers Marine Insurance Brokers, etc.

Coalmine Owners also Bunker Coal Contractors.
Best Japanese Coal always in stock.

HEAD OFFICE:—KOBE.

BRANCH OFFICE:—TOKIO, SINGAPORE & TAIHOKU.

AGENTS:—LONDON, NEW YORK, SEATTLE, SAN FRANCISCO, SYDNEY, SHANGHAI, TAKAO, KEELUNG AND MOJI.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.
Top Floor, King's Building.
Tel. 2844.

AMERICAN AND MANCHURIAN LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

The s.s. "BLOEMFONTEIN"

will be despatched for:—

NEW YORK via Panama Canal about the 25th February.

For freight and further particulars apply to

THE BANK LINE LIMITED
General Agents.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS

BETWEEN

CHINA, MANILA, SINGAPORE, JAPAN
and SEATTLE.

FOR FREIGHT AND PARTICULARS

APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2335.

No. 12, Ice House Street.

SHIPPING.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
(Shipping Department).
HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIWAI, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,
M. HASHIMOTO,
General Agents.

Telephone No. 2103.

CONSIGNEES.

NOTICE TO CONSIGNEES.

From PENANG AND
SHANGHAI.

THE Steamship

"PEMBROKE SHIRE,"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 8th February, 1919, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 8th February 1919 at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON
& CO., LTD.
Agents.

Hongkong, 1st February, 1919.

THE DOLLAR STEAMSHIP LINE.

THE Steamship

"HAROLD DOLLAR,"

having arrived from Vancouver, via ports, on February 3rd, 1919, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous godowns of Holt's Wharf and stored at consignee's risk.

All broken, chafed and damaged cargo is to be left in the godown, where they will be examined on February 8th, 1919, at 10 a.m. by the Company's surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within a month of the steamer's arrival after which they cannot be recognised.

No claims will be admitted after the goods have left the godown, and all goods remaining after February 10th 1919, will be subject to rent.

No Fire Insurance whatever will be effected.
Consignees are requested to send in their bills of lading for counter-signature.

THE ROBERT DOLLAR COY.

Agents.
Hongkong, 4th February, 1919.

TIDE TABLE.

From 5th Feb. to 11th Feb.

Day	5th	6th	7th	8th	9th	10th	11th
High Water	5.15	5.30	5.45	6.00	6.15	6.30	6.45
Low Water	1.15	1.30	1.45	2.00	2.15	2.30	2.45

m. morning; a. afternoon.

CONSIGNEES.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

From SAN FRANCISCO,
HONOLULU, AND
SHANGHAI.

s.s. "CADDOPPEAK."

The above mentioned vessel having arrived from the above mentioned ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 10th February 1919 at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognised.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after February 11th 1919, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,
Alexandra Buildings.

Hongkong, 4th February, 1919.

NOTICE.



MITSUBISHI SHOJI
KAISHA, LTD.

(MITSUBISHI TRADING CO.)

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF

YAMASHITA, OCHI, MUTSU, KISHIMOTO, YOSHIMIZU, KOBAYASHI, SANO, KAWADA, SHINKAWA, KAMITAMADA, NISHI, and OTSUBARI COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KANAGAWA, YAMAGUCHI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSINANFU, HANKOW, SHANGHAI, TAIPEI, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—

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Canton, Haiphong:—"IWASAKISAI"

Codes:—A, A.B.C. 5th Ed.

Western Union and Bentley's.

AGENCY FOR:—THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

For Particulars Apply to:—

S. SAYEKI, Manager,

No. 11, Pedder Street, Hongkong.

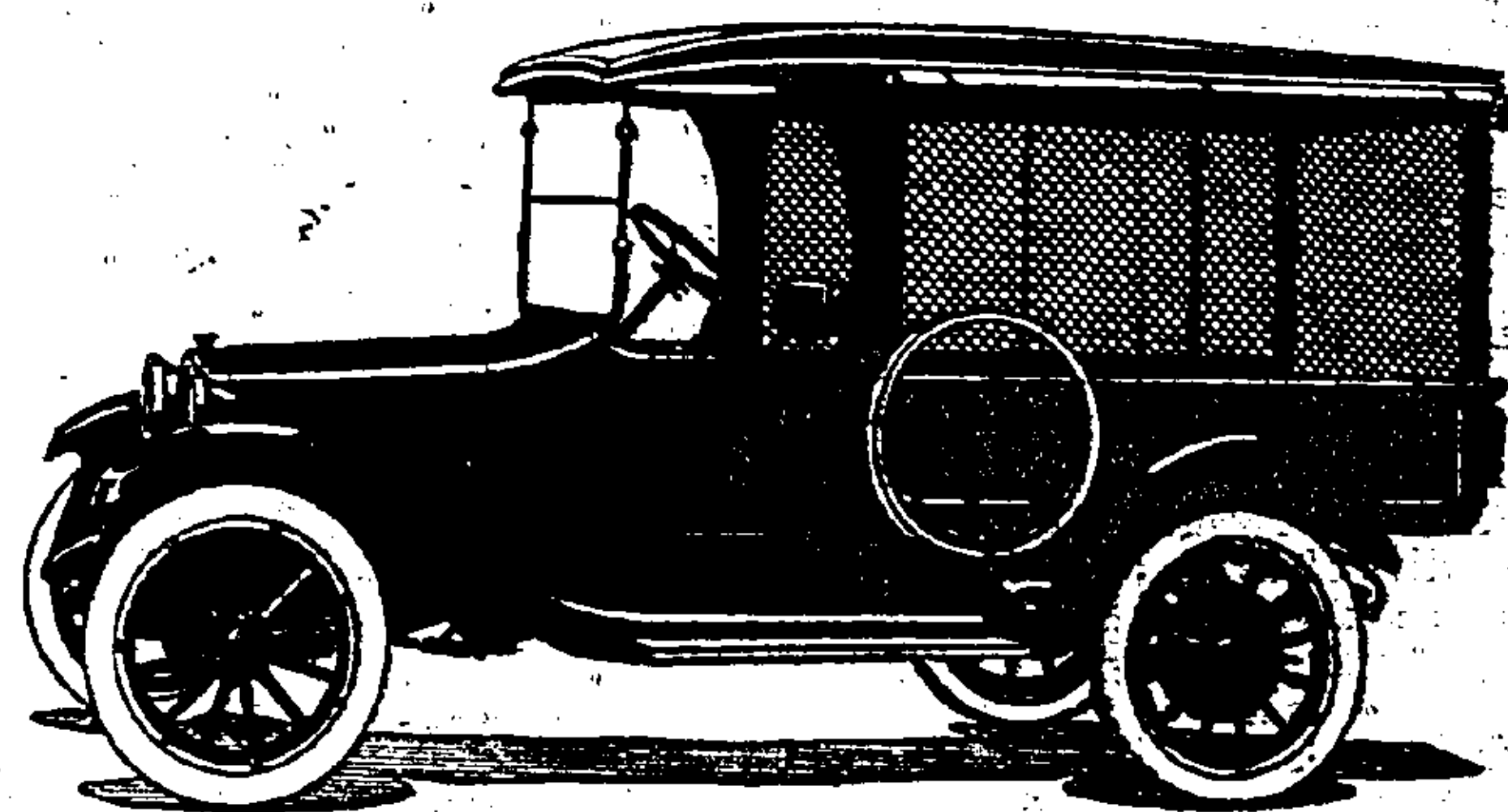
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DODGE BROTHERS
BUSINESS CAR

Characteristic of Everything
DODGE BROTHERS have ever
Done as Manufacturers.

Consistent, continuous and
Economical Daily Service

THE HAULAGE COST IS
Unusually Low.



For Prices & Particulars, Apply to:—

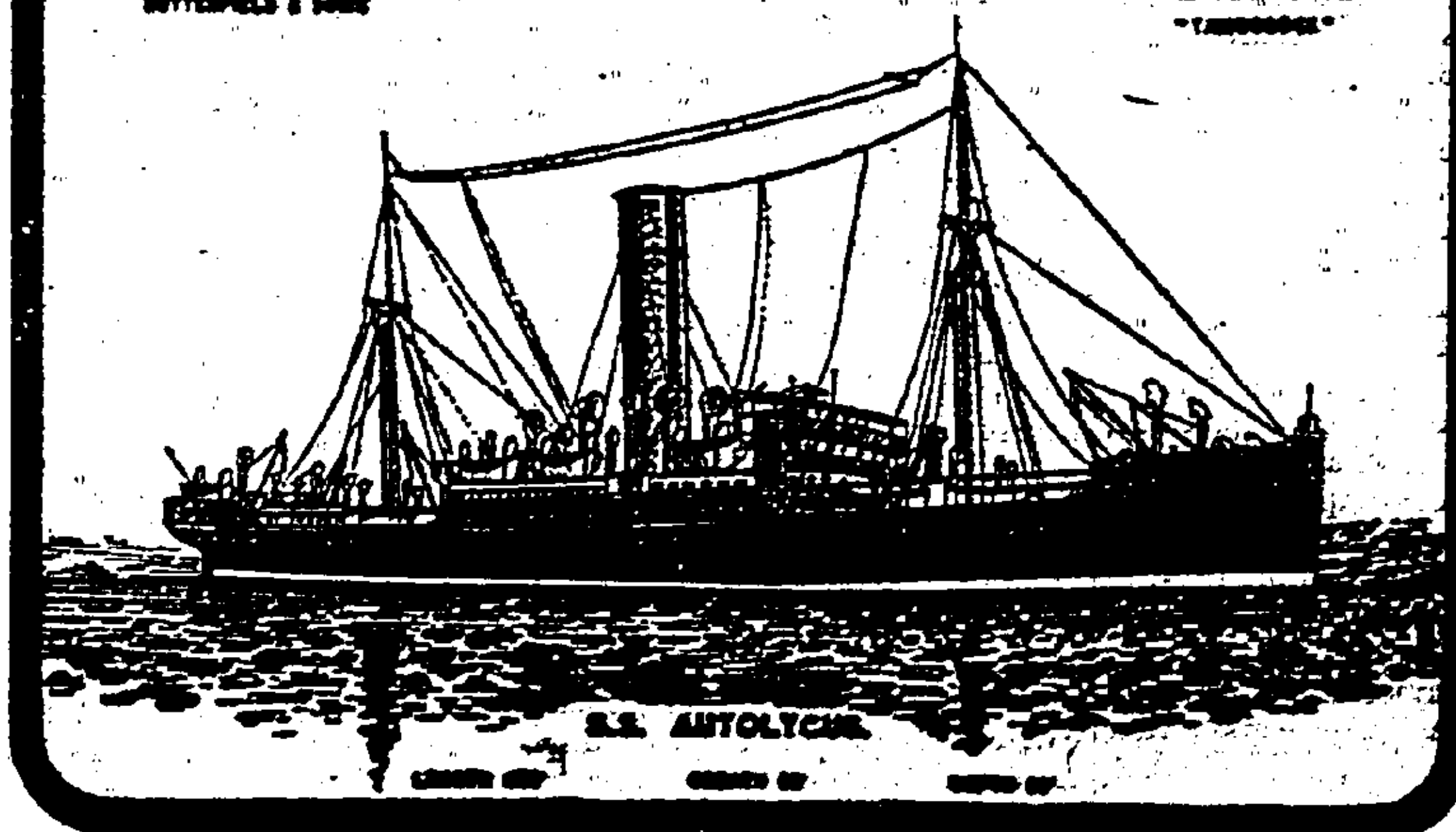
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MOTOR DEPARTMENT
Tel. 781.

MOTOR WORKS & GARAGE
Tel. 695.

THE
Taikoo Dockyard and Engineering Co.
of Hongkong Ltd.

BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION



UNCLAIMED TELEGRAMS.

The Great Northern Telegraph Company, Ltd.

The following Unclaimed Telegrams are lying here:—

Clarke, American Consul, from New York.

Vayum, England Market Middle, from Shanghai.

Mr. Wongmingway, Comptroller/Tungchow, from Shanghai.

M. Hara, Hongkong Hotel, from Shanghai.

Yoyokhang, care Sweetehong, from Amoy.

Tomuyung, Fourteen Street, from Shanghai.

Yukingwoo, Tunglee Company Central, from Shanghai.

Drankes, from Kobe.

Tungchowwei, 1st Class Passenger, Steamer Kwangtai, from Shanghai.

Kuohwanan, Menchun, West Street, from Shanghai.

Tantongpo c/o Tokioots, from Amoy.

Taitukohong, Winglock Street from Shanghai.

Kiewwo, (S), from Amoy.

Ahlee, Pauls College, from Kobe.

Kalle, from Shanghai.

Captain Monkman S.S. Shantung, from Shanghai.

Alau-Hyung, S.S. Shifu from Shanghai.

Kawaguchi, Captain Mikuni, from Kagoshima.

Yeeai, from Shanghai.

Gain, Hongkong Hotel, from Shanghai.

Boo Ching Saonkwanyuan, S.S. Shikongtany, from Shanghai.

T. KINO.

Act. Superintendent.

Hongkong, February 7, 1919.

MOVEMENTS OF
STEAMERS.

The P.M.S. MONTAGUE left Vancouver for Hongkong, on the 2nd inst. and is due here on the 10th inst.

The P.M.S. EXPRESS OF HONGKONG left Colombo for Singapore on the 5th inst. and is due here on the 11th inst.

The P.M.S. MOVABLE left Singapore for this Port on the 8th inst. and is due here on the 11th inst.

The P.M.S. MOVABLE left Singapore for this Port on the 8th inst. and is due here on the 11th inst.

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LEAGUE OF NATIONS.

"A WORLD ASSET IN SHIPPING."

Sir Alfred Booth, Bart., chairman of the Cunard Line, in furtherance of his candidature in the Liberal interests in the Wavertree Division of Liverpool, addressed a large public meeting, which was held in the Wavertree Town Hall, Mr. J. H. Rawson presided.

Sir Alfred Booth, in the course of his address, said he wanted to make it perfectly clear that if they were looking for a representative who would always vote exactly as he was told by any political party or group of parties they must certainly not vote for him. If, on the other hand, they wanted a representative who would vote without fear or favour in accordance with his judgment at the time of what was best for the country, he could go on to ask them to consider whether he was the kind of man they could trust in that way. The first and most important of all was the question of peace. The very completeness of the victory imposed on them a wonderful opportunity and a heavy responsibility. They were absolutely determined, and the Allies were all united in this, that the peace should be a peace of freedom and justice. One of the problems for the peace conference was how far Germany and Austria could be made to pay for the damage they had done. The devastation of Belgium, France, Italy, Serbia and Poland must be made good as far as was humanly possible, and they could not let the German Mercantile Marine go to sea again as if nothing had happened. (Applause.) His view as to indemnity was that as far as possible they should make Germany pay in real assets which could be readily transferred to the Allies and disposed of by them for cash, which would go to Germany's account. First of all, there was a lot of gold in Germany which should be taken. Then there were masses of machinery, lathes, lousins, &c., which could be used to equip the stripped factories in Belgium and Northern France, railway engines and railway equipment generally could be taken to the extent of leaving Germany with only just enough to keep herself going, and, finally, there were the German and Austrian merchant ships. They must not think that he was suggesting that German ships should be given to British shipowners. The idea was that these ships should be sold to the highest bidders under whatever conditions the Allies might think fit to impose, and that the money realised should go into the common pot from which claims for damages would be met. If the indemnity question was drastically dealt with somewhat on those lines, the result would be that Germany would be the country least well equipped for manufacture and trade. She would no longer be an immediate menace on foreign trade, for she would have to devote herself first of all to the restoration of her own equipment. The third great problem for the peace conference was embodied in the expression, "A League of Nations." That was the most important of all, and also far and away the most difficult. It was a noble ideal to aim at. It would not be attained at once. A League of Nations would not have a chance unless they first cleared away the causes that were likely to lead to future wars. He should summarise those causes under three heads: (1) Military and autocracy; (2) the oppression of subject nationalities; (3) trade competition and the struggle for the world's markets. England and the United States had always set an excellent example in discrimination in transport facilities in

TOPSY-TURVY ENGLAND.

SOME FANCIFUL PROBLEMS FOR THE FUTURE.

Here are the beginnings of peace, and they are more reminiscent of Hans Andersen than of the days that passed in unromantic procession before the war. The new world is to be a better world for women; it should produce more kindly housing and recover for children some of the sunshine lost in the time of our darkness. There should be high wages and real beer for workers, and a countryside rich in food and in happy homes. All these things will happen, say the reconstruction experts. Well, we shall see.

But I know something very definite about the new world; it is going to be topsy-turvy enough to satisfy the dreams of children. They are the only unself-conscious poets we have, and theirs is a searching demand.

RECONSTRUCTIONIST COOK. In a country house in topsy-turvy England a new cook arrived. She was pleasant and round and smiling, as all good cooks should be. For a few days she performed her duties with excellence. Then came sudden dissatisfaction and an interview with the mistress of the house.

"What's the matter, Cook? Aren't you happy here?" "It's a very comfortable place, Mum, but I feel restless like. Things are too settled here."

"Mum," gasped in surprise. "Too settled?" she echoed stupidly. "It's all right, Mum," Cook replied soothingly. "I don't want to upset you. It's having been with the Army that's done it. I was cook in a military hospital in Egypt last winter, and then I was shifted to S'lonniker, and you never knew what was going to happen next. Now, it's very nice down here, but as far as I can see, it'll be the same sort of very nice in ten years' time, and that won't do for me."

SO COOK LEFT, and is seeking fresh adventures. The last I heard of her was that she was studying passage rates to Buenos Ayres.

What are we to do in a world in which our cooks have wintered in Egypt? How must we treat the gay and gallant kitchenmaid who has driven lorries wildly round the mountains of Macedonia? How make suggestions to our children's nurse when we know her to have seen service on Mediterranean hospital ships?

I know that next summer we shall be afraid to make plans for a fortnight at Brighton or even a month at Margate. Our adventurous women are already thinking of a trip to Paris in ex-bombing aeroplanes.

Topsy-turvy England! I think we shall have to give up to the children, so that they may find solutions for a world of fairyland problems too complicated for mere grown ups.

international trade; exactly the same facilities for the foreigner as for the native by rail or sea, the same rights of access by rail to the ports, and the same treatment of all flags in all ports. A policy of flag discrimination, preferential railway rates, or lower duties for goods carried in national ships than would be imposed upon the same goods carried in foreign ships would lead to retaliation, which would be just as dangerous and provocative as the old tariff wars. He had great faith in the power of economic boycott and blockade if exercised by the League in complete and drastic fashion. It was a force which could be mobilised very quickly, and it would be extra-ordinarily effective in a great many cases.

TO-DAY'S SHARE QUOTATIONS.

S.—SELLERS; B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.	
H. K. & S. Banks	\$ 760
MARINE INSURANCES.	
Cantons	\$ 410
North China	\$ 124
Unions	\$ 980
Yangtzes	\$ 905
Far Easterns	\$ 26
FIRE INSURANCES.	
China Fires	\$ 163
H. K. Fires	\$ 355
SHIPPING.	
Douglases	\$ 96
Steamboats	\$ 211
Indos (Pref.)	\$ 31
Indos (Def.)	\$ 162
Shells	\$ 148
Ferries	\$ 36
REFINERIES.	
Sugars	\$ 105
Malabons	\$ 49
MINING.	
Kallans	\$ 47
Langkats	\$ 22
Raubes	\$ 2
Trombos	\$ 4
Urals	\$ 37
DOCKS, WHARVES, GODOWNS, & C.	
H. K. Wharves	\$ 111
Kowloon Docks	\$ 16
Shai Docks	\$ 134
N. Engineering	\$ 25
LANDS, HOTELS AND BUILDINGS.	
Centrals	\$ 102
H. K. Hotels	\$ 90
Land Invest.	\$ 98
H. K. Pheys Est.	\$ 74
K'loon Lands	\$ 32
L. Reclamations	\$ 160
West Points	\$ 64
COTTON MILLS.	
Ewos	\$ 170
Kung Yiks	\$ 14
Lau Kung Mows	\$ 127
Oriental	\$ 53
Shai Cottons	\$ 154
Yangtze Pools	\$ 830
MISCELLANEOUS.	
Green Islands	\$ 9
Borneos	\$ 12
China Light & P.	\$ 5
Providents	\$ 1
Dairy Farms	\$ 234
H. K. Electrics	\$ 74
Macao Electrics	\$ 34
Ropes	\$ 6
Trams, Low Level	\$ 87
Trams, Peak, old	\$ 7
Trams, Peak, new	\$ 70
Laundries	\$ 4
Steel Foundries	\$ 12
U. Waterboats	\$ 14
Watsons	\$ 5
Wm. Powells	\$ 9
Wisemen's	\$ 25

Hongkong, February 8, 1919.



NOTICE.



A CHELSEA PENSIONER.

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SOCIETY ENTERTAINER, CHARACTER ARTISTE AND CONJUROR

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GERMANY'S LOST MONOPOLIES.

OUR VAST INDUSTRIAL PROGRESS.

The war had revealed with pitiless accuracy the defects in our industrial equipment, said Mr. Kellaway, in an address to the Industrial Reconstruction Council at the Hotel Metropole recently. Many of these defects had now been overcome, and as a result of the war the United Kingdom was now first in the world in almost every sphere of industrial effort.

Mr. Kellaway dealt first with the control which we have obtained over raw materials. Before the war Germany, by the aid of mica brought from India and other parts of the British Empire, had obtained a predominant position in the electrical industry. We now see that Germany gets none of it, and the supply in German East Africa is being worked by the Ministry of Munitions.

Germany owed her great superiority in munitions production in the earlier stages of the war to the success with which she had captured the industry of tungsten production. All that had been changed. We were now able to produce all the high speed steel needed for our own industries, and to export at a reasonable price to our Allies.

Ferro-chrome, which was essential for armour-piercing shells, armour plate, motor gears, and stainless cutlery, was practically not produced by us before the war. We had now established at Newcastle-on-Tyne a plant sufficient to meet our requirements for many years to come.

ZINC AND POTASH. Before the war we imported 77 per cent. of our spelter (zinc), Germany being the chief exporter, but this essential raw material was now developed, he hoped, permanently in this country.

Remarkable progress had been made also in regard to the supplies of potash, and while it was too soon to say that we should become entirely independent of outside supplies, we were a long way on the road, and we ought to reach the goal of complete independence in a comparatively short time.

Machine tools presented an almost insoluble problem at the beginning of the war, but there was no sound reason why in a comparatively short time British manufacturers should not make this country entirely independent of outside supplies.

With regard to improvements in engineering methods, one of the greatest advances made had been the vast improvement in the machinery accuracy of work, and in efficiency.

Mr. Kellaway referred to the "sensational advance" in regard to aircraft engines and suggested that it was not too much to hope that before long the power of the engine in horse-power would be the same as its weight in pounds.

Our monthly output of magnesite at the beginning of the war was 100, but in October it was 18,000. Their quality was the highest in the world, and better than the latest sample on a captured German aeroplane.

OPTICAL GLASSES. In scientific and optical glasses our output had increased at least twenty times, and we were now self-supporting; in fact, we looked to foreign markets for disposing of the balance of our home-produced supplies.

The position, however, was at one time so serious that the Home Office was compelled to relax the stringent conditions with regard to the quality of the glass for miners safety lamps. It was a serious thing to do, but there was no alternative. We were now producing such supplies that it was proposed to prohibit as from March 31 next the use of unapproved glasses.

At the outbreak of war a considerable part of our artillery was equipped with gun sights exclusively manufactured in Germany. We now had a British sight which was never exceeded by Germany in its perfection and was a triumph for British skill. (Applause.)

LAST DAYS AT RUHLIBEN.

"FORGIVE AND FORGET."

The beginning of the end at Ruhleben was on November 8. When the guards heard that the soldiers and sailors were in possession of Berlin they deserted in a body to form their own soldiers' council. What became of the camp officers is not known, but some of them decamped with all the poultry from the military farm attached to the laager.

Immediately Englishmen began to escape to Berlin for the day. The camp council tried to stop it, but in vain. An attempt was made to establish some sort of check by issuing passes, but only the timid worried to get them.

Rumours for the next day or two were current that transport home had been arranged, but it was not until the Tuesday night that a notice came out that the first transport would leave on Friday (November 15), and the second on Sunday. The camp was not excited. We felt more like unjustly condemned criminals whose innocence had at length been demonstrated than prisoners. Deliverance had come at last.

During the last days the camp was more dead than it had ever been before. Half the men were in Berlin enjoying themselves; the other half were packing. And how we fed! Everyone had stores of food set back against a failure of the parcel supply, and no one wanted things to be wasted. Few of them were.

On the next afternoon a member of the Reichstag and the new civil governor of Berlin paid a visit to the camp and addressed us. Their speeches were much the same. They said they knew we had suffered, but they were not to blame. It was the fault of the old regime that had treated them as badly as it had treated us. They had done everything they could for us, and they asked us not to look back on Germany with too much bitterness.

That was the gist of it: we were to forgive and forget. They received a cool reception, I am afraid.

The Workers' and Soldiers' Council at Ruhleben went still further, giving a leaflet in English to each man as he left the camp. In this they had the impudence to tell us that they had suffered more than we had, as they had been the slaves of the most barbarous system ever invented. They, too, asked us not to be too bitter.

After that they put us on board a train without light, without heating, and with most of the windows smashed, for a 24 hours' journey—with the thermometer below freezing-point the whole time. And in this train were men too ill to walk, who had to be carried on stretchers.

And now the last and longest queue that we shall ever stand in at Ruhleben begins to line up, waiting patiently for the big gates through which we have gazed so often to open once more. They swing back, and we are out of Ruhleben, bag in one hand, passport in the other.

Quietly we march along in fours to the train, with its 32 coaches, get in, and wait. We are hours late already, and no one can say when we will start. But suddenly the train gives a little jerk. We are moving! Then, and only then, does a cheer go up, a great cheer of thanksgiving and happiness. The four years' nightmare is at an end.

"I believe," Mr. Kellaway concluded, "that British production and the demand for British labour will reach a peak it never attained in pre-war days." (Cheers.)

Mr. Kellaway referred to Sir Wilfred Stokes who presided, as "one of the men who has really helped to win the war." Few names, he added, thrilled the men who had won great victories in the field more than the name of the inventor of that invaluable mortar, the Stokes gun. (Cheers.)



ENTERTAINMENTS.

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BRITAIN'S AIRSHIPS.

SEA SCOUTS THAT RIVAL GERMAN ZEPPELINS.

It is now possible to reveal the development of British airships during the war. These craft have worked almost entirely with the Navy, and their work necessarily has been as hidden from the public eye as the other operations of the Silent Service.

At the outbreak of war the Navy had seven airships, all of non-rigid type. On October 31, 1918, the number was 103, including rigid and non-rigid.

Four types of non-rigid airships have been constructed in Great Britain during the war:—Parseval, submarine, coastal and North Sea. Small submarine airships were first constructed in 1915 and at once proved their value.

The coastal airships did most of the long distance patrols during the last two years of the war, and were largely employed in conveying ships from beyond the Solly Isles up the Channel. Their work has been most satisfactory, but they are now being supplanted by an improved class known as the G. Coastal Star.

RECORDED NON-RIGID FLIGHT. The "North Sea" type was designed as a scout to act with the fleet, or to carry out patrols

of 20 hours, and its car can carry a crew of 20. The normal crew is 10. Since the signing of the armistice a North Sea ship has made a flight of 61h. 27min., which is a record for a non-rigid, and is believed to have been surpassed only by two performances of German Zeppelins.

After the misfortune to the first naval airship no rigid was produced in Great Britain until December 1916, so that this country was for the first two years of the war some 12 years behind Germany in the construction of rigid airships.

By January 1, 1918, however, four British rigids were in commission. No. 23, which has recently been seen several times over London, is 540ft. long, and has a cubic capacity of approximately a million feet. A more recent British rigid has a capacity of 50 per cent. greater, while others larger still are on the stocks.

The system of convey by airship proved extremely successful. No ship was ever sunk while under escort from the air. This work was very arduous and required constant vigilance.

Airships are not so independent of weather as are heavier than air craft, but it is interesting to note that in 1918 up to the signing of the armistice there were only nine days on which no flying took place.

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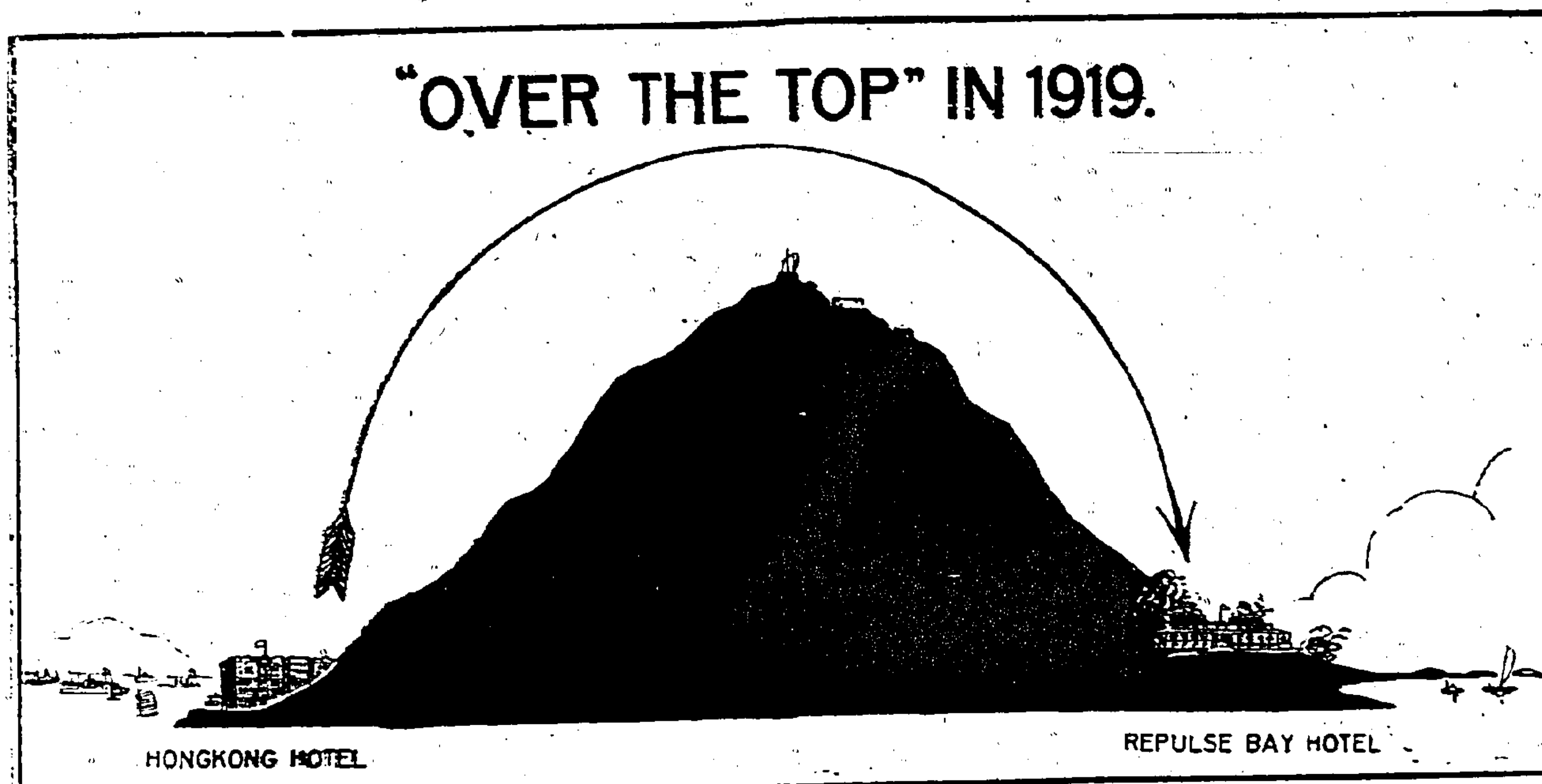
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"DER TAG."

STORY OF THE REFUSAL TO FIGHT.

The Hague, November 14.—The *Berliner Arbeiterstimme* publishes a letter from a German marine containing disclosures concerning the recent events in the German Navy. The letter is addressed to the father of the marine, and says—

It is to be hoped that the letter does not get into wrong hands. Great things have happened in our Imperial Navy. All the ships of the line and most cruisers are mutinying. Perhaps something of the matter has reached your ears, but I will here tell you about it clearly and distinctly.

We with our flotilla had been for some time in the North Sea, and had been in touch several times with the British and had observed from various signs that something was going forward. As we now wanted to put in for a few days, we saw the whole German fleet, with all the big ships and torpedo-boats, lying at anchor, and we had also to lay to. Every one was amazed; no one knew anything definite. Suddenly it was said that the Fleet Commander wished to manoeuvre in the German Bight. Naturally, no one was taken in by this obvious absurdity; but imagine the stupidity of undertaking great naval manoeuvres in the middle of a crisis.

The first order to be ready for sea, was fixed for Wednesday night, and then it was postponed till Thursday. We who were in the ships lying at a little distance away did not know what was taking place. We heard, indeed, some whispering of mutiny and uproar, but did not believe it. Yesterday the order was issued by the commander of the First Squadron that B 97 and B 112 and no other ships of our half-flotilla were to be at his disposal at 8 o'clock. At that hour we went alongside S.M.S. Ostfriesland, and the commander of the First Squadron came aboard us. We did not know what to make of the whole business, until the commander of our half-flotilla had the whole crew summoned on deck. He then delivered a speech which I shall never forget during the rest of my life.

Something terrible had happened. The crews of various ships

in all the squadrons had refused to obey. When the fleet should have put out to sea the men had used the fire-extinguishing apparatus and extinguished all the boiler fires. They had done the same at every order to make ready for sea, and consequently prevented the fleet from putting out. They were asked their reason for this conduct, and they answered that they would obey no other order, but would in no circumstances put out to sea. They would not take part in the German fleet's battle of desperation.

Those in high quarters said to themselves, "Let us, rather than surrender the fleet, stake everything on one card; let us blow everything to smithereens rather than surrender our fine fleet to the British." As the commander of S.M.S. Thuringen said, "We will fire our last 2,000 rounds, and will go down with flying colours." The soldiers said to him that he would have to go out alone, and then the bust-up started. In the First Squadron it was worst in the Thuringen and the Helgoland. The mutineers had barricaded themselves in the forepart of the ship.

In the Helgoland they took possession of three guns.

I cannot give a full report of our half-flotilla commander's speech. He told us straight that when ordered to do so by the commander of the torpedo-boat appointed for that purpose, in case "duty" should demand it, we must train our guns on our own comrades. I cannot relate to anyone what we were required to do. We got our machine-guns, guns, and torpedoes ready, and proceeded to perhaps some 200 yards from the Thuringen. Meanwhile a steamer arrived to remove the rebels. Should they refuse to go aboard B 97 must interfere with her guns. Dear father, if you know how I felt when we had aimed our guns at our comrades—what impotent rage filled me. But what were we to do? It all came so suddenly—no understanding with other ships, no one to back us up. But we still continued hoping that the matter would end up satisfactorily. Ultimately after an hour there was a lull in and displayed the Red Cross flag. They then quietly allowed 600 men to be brought aboard the steamer.

A weight fell from our hearts. We were within a hair's-breadth of destruction, for even if we did

not fire on our comrades we had trained on us three 15cm. (6in.) guns, and if only one shot had been fired from our guns there would have been not a splinter left of B 97. I shall never in my life forget October 31. It was a thousand times more terrible than at Oesel and in the Channel.

In the Helgoland and some other vessels the tumult had meanwhile somewhat abated. They had indeed attained their end. The fleet will not put to sea in the near future, and if we in any case must also suffer by it our time is nevertheless coming soon or peace must come soon—otherwise we shall make peace ourselves. The Navy will take no further hand—if only the army and the people would follow soon.

We still lie in Wilhelmshaven today. To-morrow we go to another station, probably Brunsbüttel or on the Kaiser Wilhelm Canal.

So, dear father, that is what I can tell for the time being. Don't be uneasy if things are turned topsyturvy. During the last days we are not going to allow ourselves to be shot dead any longer.

VICTORY LOST BY THIRST.

Mr. Winston Churchill was perfectly correct, says the *Merchant Service Review*, when he declared that, "We were within an ace of the greatest victory the world had ever seen." We were, but it was prevented by a cargo steamer named *Freshfield*. This vessel, carrying many thousands of gallons of water, was sent to supply the troops with water at the Suvla Bay landing. She accompanied the troops to Suvla Bay from Mudros. When she arrived someone told the captain to clear out, he was not wanted. The captain of the *Freshfield* obeyed orders and returned to Mudros. As the world knows, the troops landed—they were between the Turks and Constantinople. In the blazing hot sun they wandered over the peninsula, and saw the Dardanelles. They could not advance and make a surprise attack on Constantinople—they had no water. Exhausted and parched with thirst, they were obliged to withdraw.

THE CZECHO-SLOVAK REPUBLIC.

INTERVIEW WITH PROFESSOR MASARYK.

Professor Masaryk, President of the new Czecho-Slovak Republic, who was in London again recently, spoke in an interview with a representative of the Observer, some of his hopes and plans for the immediate future. Of his personal plans, he said he will be spending a few days in Paris and Rome after leaving London, for he wishes to make the necessary arrangements for the representation of his country at the Inter-Allied Peace Preliminary Conference, and to place his own special knowledge of the affairs of Central and South-Eastern Europe at the disposal of the Allied Governments. Afterwards he will travel as quickly as possible to Prague to assume his Presidential office.

"The first thing," he said, "will be to get our troops home from France and Italy. That has been already arranged, though there is a difficulty with regard to food, for they will have to come through a territory where there is no food, and consequently they must bring it with them."

"Then, of course, I should like our troops in Russia and Siberia to return home. They deserve it, for they have been there now four years, under the most horrible conditions, and they are tired out, having been obliged day and night to watch and fight. But it will depend on the Allies and whether and how soon they will agree on a common plan for Russia. Such a plan has not yet been shaped. For Russia it is vital to have an agreement with the Allies and the United States."

"Do you think," he was asked, "Russia will emerge from the present chaos?" "The regeneration and reconstruction of Russia," he replied, "is a very difficult task, but it is not hopeless. My conviction is that Europe needs Russia, and by Russia I understand a federated Republic of all the parts which of late tried to be independent."

especially hope for a reunion of the Ukraine with Russia."

Concerning the programme for his new State, "I hope," he said, "We shall not have any troubles. All our parties are united, the Social Democrats included, just as our army in Siberia is united, though it is composed of all parties, among them Social Democrats."

"We are anticipating eagerly the final arrangements of the Peace Conference and the settlement of boundaries. We, of course, shall keep the Bohemian countries—Bohemia, Moravia, and Silesia—in their historical boundaries, and Slovakia, North Hungary, must be added."

Touching upon what he regards as almost the most essential point, Professor Masaryk uttered a word of caution concerning "the reports about our German minorities, especially in Bohemia. They must be received," he said, "with great reserve. There of some propaganda going on against us. This, of course, we had to expect."

"We created the Bohemian State, and we have the right to keep it. The Germans had been admitted by our kings as colonists. Under the Hapsburgs' misrule they temporarily became the masters of our State, but by the fate of history and the justice of history we are the masters of our State again."

"The German minority will be secured by all the rights necessary for their free development. They will be equal citizens with us. The exact number of this minority cannot be given, because of the insufficiency of official statistics. Not the nationality as has been stated by these statistics, but only the knowledge of what the Germans call *umgangssprache* (the language of communication). The Germans pretend to more than 30 per cent. of our total population. Our statistics gave about 20 per cent. I suppose our statistics are right, for the German Government and German communal magistrates did all in their power to have big numbers."

No doubt our Germans will prefer the economic situation given to them in our State. As

COMMERCIAL NEWS.

GERMAN INTERESTS IN CHINA.

According to a despatch from the Ministry of the Interior to the Ministry of Finance, the Chinese government is going to renew the activities of the Sino-foreign commission for making thorough investigations of German and Austrian interests and Austro-German-Chinese commercial relations in this country so as to liquidate or expropriate such enemy interests by the Chinese government with the assistance of the Allied and American governments as soon as possible. Detailed regulations are to be drawn up by the Chinese government with the concurrence of the British, American, French and Japanese Legations which are represented in the commission by their Chinese secretaries and by this way is believed among Chinese official circles that enemy interests and propaganda in the Republic of China will be uprooted thoroughly. Any pro-German Chinese subjects can be prevented from co-operating with Austro-Germans in future commercially, industrially and otherwise under pain of severe penalties. On account of this, many prominent Chinese merchants and officials who have close connections with the Germans or Austrians are greatly excited and plans are being made to convert Sino-German and Sino-Austrian concerns into pure Chinese enterprises in Peking, Tientsin and other treaty ports. Some Chinese papers have expressed the fear that the step will probably do damage to Chinese commercial interests on the ground that previous to the war, numerous wealthy Chinese merchants, officials and others had commercial and other connections with their Austro-German friends and that it will be very difficult to distinguish Sino-German concerns from pure Chinese concerns because chiefly the Germans previous to the outbreak of the disastrous war granted long terms of credit to their Chinese customers or lent them money to start commercial houses in interior cities as was done also by the subjects of other foreign Powers who have commercial treaties with China so that it is feared there will be serious complications in future. The Ministry of the Interior will be represented by Mr. Yu Pao-hsien,

vice-Minister and Mr. Chang Hu, vice-Minister, will probably represent the Ministry of Finance with a couple of councillors and secretaries while the Foreign Office will probably be represented by Mr. Philip Tyau, Mr. Chen Lu, vice-Minister, is acting Foreign Minister during Mr. Lu Tseng-tsiang's absence in the European Peace Conference in France.

WOOD OIL.

Under the stimulus of war demand, there has been a revival in the wood-oil trade of South China with the United States. In spite of the blighting effects of high exchange, exports of this product to the United States during the first half of the current year were valued at G. \$443,276, as compared with nominal shipments in 1917, and a value of only \$60,450 in 1915. Since the middle of the current year shipments increased in volume, and last year's record will be far beyond any former sales of wood oil to the United States. The total shipments for the year to September 1 were 5,143,727 lb. valued at G. \$761,943, the shipments for the first quarter being valued at \$82,558; for the second quarter at \$360,518.

JAPAN'S SALT SUPPLY.

As a means of increasing the salt supply of Japan, it is now believed that the encouragement of salt industry in Chosen and Kwantung Leased Territory will greatly relieve the situation. Both in Chosen and Kwantung, the salt industry is promising, as the supply in Japan will continue short on account of the development of various chemical industries. It is hoped in many circles that the policy hitherto followed with Kwantung salt, restricting its workable market practically to Japan, and that only a limited amount, will be replaced with a more liberal one, and the area of the salt gardens will be increased as far as the conditions permit, throwing the field open for the tapping of other capitalists than the Japan Salt Manufacturing Co.

a part of German Austria, and more so of Germany, they would lose their natural market, but the separation of the so-called German territory is impossible because there is a great intermixture of both nationalities, and we cannot and will not sacrifice our people to German methods of Germanising as we experienced them."

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SOME OF THE IMPORTANT WORK ALREADY EXECUTED.

- | | |
|--|--|
| 1910.—Barracks in Thudamot for the French Government, Indo-China. | 1913-14.—Banque de l'Indo-Chine, Singapore. |
| 1911.—Wharves at Pulo-Bukom, Singapore, for the Standard Oil Co. | 1914.—Chartered Bank of I. A. & C., Singapore. |
| 1912.—Central Market, Saigon, super-ficial area 350' x 350'. | 1914.—Coaling Wharf at Hongkong with Crane Railway, 5 tons. |
| 1912.—Bridge with swing span at Soaring Camboe, length 178'. | 1915.—Wharf for French Government Mail steamers in 50 ft. water, Bangkok. |
| 1913.—Water tower on pillars 30 ft. high (55,000 gals.) Saigon Railway. | 1916.—Bridges of 740 ft. length, in 20' water; span 90 ft., Comay, Indo-China. |
| 1914.—Bridges of 350 ft. in length in 36' water; span 90 ft. at Rachgia, Indo-China. | 1917.—Railway ferry boat of reinforced concrete at Johore. |

SOME OF THE IMPORTANT WORK IN HAND.

Steamer of 2,500 tons in R. C. at New Godown at Kowloon, Hongkong.
Saigon.
Banque Industrielle de Chine, Haiphong.
Grand Hotel, Peking.
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HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at the City Hall, Hongkong on Saturday the 22nd day of February, 1919, at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending the 31st December 1918.

The Register of Shares of the Corporation will be closed from Monday, the 10th February, to Saturday the 22nd February, 1919 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.

EXCHANGE.

SELLING.

T/T	3/2 3/4
Demand	3/2 15/16
30 d/s	3/3 1/16
60 d/s	3/3 3/16
4 m/s	3/3 5/16
T/T Shanghai	Nom.
T/T Singapore	137 1/4
T/T Japan	149
T/T India	Nom.
Demand India	Nom.
T/T San Francisco	76 3/4
co & New York	184
T/T Java	N. m.
T/T Marks	419 3/4
T/T France	419 3/4
Demand Paris	419 3/4

BUYING.

4 m/s. L/C	3/4 1/4
4 m/s. D/P	3/4 1/4
6 m/s. L/C	3/4 1/4
30 d/s Sydney and Melbourne	3/4 1/4
30 d/s San Francisco co & New York	78 1/4
4 m/s. Marks	Nom.
4 m/s. France	437
6 m/s. France	442
Demand Germany	77
Demand New York	77
T/T Bombay	Nom.
Demand Bombay	Nom.
T/T Calcutta	Nom.
Demand Calcutta	Nom.
Demand Manila	154
Demand Singapore	137 1/4
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	47 3/4
Sovereign	610 Nom.
Gold leaf per oz	41-40
Bar Silver, per oz	43 7/15

SUBSIDIARY COINS

DISCOUNT PER \$100:	
Hongkong 50 cts sub.	5 % prem
100 cts	\$0.50 prem
50 cts	3 1/2 % prem
Canton	1 1/2 % dis

NOTICE.

PEAK TRAMWAYS CO. LTD

TIME TABLE	WEEK DAYS
12.00 a.m. to 12.15 a.m.	Every 15 min.
12.15 a.m. to 12.30 a.m.	15 min.
12.30 a.m. to 12.45 a.m.	15 min.
12.45 a.m. to 1.00 a.m.	15 min.
1.00 a.m. to 1.15 a.m.	15 min.
1.15 a.m. to 1.30 a.m.	15 min.
1.30 a.m. to 1.45 a.m.	15 min.
1.45 a.m. to 2.00 a.m.	15 min.
2.00 a.m. to 2.15 a.m.	15 min.
2.15 a.m. to 2.30 a.m.	15 min.
2.30 a.m. to 2.45 a.m.	15 min.
2.45 a.m. to 3.00 a.m.	15 min.
3.00 a.m. to 3.15 a.m.	15 min.
3.15 a.m. to 3.30 a.m.	15 min.
3.30 a.m. to 3.45 a.m.	15 min.
3.45 a.m. to 4.00 a.m.	15 min.
4.00 a.m. to 4.15 a.m.	15 min.
4.15 a.m. to 4.30 a.m.	15 min.
4.30 a.m. to 4.45 a.m.	15 min.
4.45 a.m. to 5.00 a.m.	15 min.

NIGHT CARS.

8.50 p.m. to 9.30 p.m.	10.00 p.m. to 10.30 p.m.
11.00 p.m. to 11.30 p.m.	11.45 p.m. to 12.15 a.m.

SATURDAY EXTRA CARS.

1.30 p.m. to 1.45 p.m.	11.00 p.m. to 11.15 p.m.
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SUNDAYS.

7.30 a.m. to 7.45 a.m.	Every 15 min.
7.45 a.m. to 8.00 a.m.	15 min.
8.00 a.m. to 8.15 a.m.	15 min.
8.15 a.m. to 8.30 a.m.	15 min.
8.30 a.m. to 8.45 a.m.	15 min.
8.45 a.m. to 9.00 a.m.	15 min.
9.00 a.m. to 9.15 a.m.	15 min.
9.15 a.m. to 9.30 a.m.	15 min.
9.30 a.m. to 9.45 a.m.	15 min.
9.45 a.m. to 10.00 a.m.	15 min.
10.00 a.m. to 10.15 a.m.	15 min.
10.15 a.m. to 10.30 a.m.	15 min.
10.30 a.m. to 10.45 a.m.	15 min.
10.45 a.m. to 11.00 a.m.	15 min.
11.00 a.m. to 11.15 a.m.	15 min.
11.15 a.m. to 11.30 a.m.	15 min.
11.30 a.m. to 11.45 a.m.	15 min.
11.45 a.m. to 12.00 p.m.	15 min.

NIGHT CARS.

8.50 p.m. to 9.30 p.m.	10.00 p.m. to 10.30 p.m.
11.00 p.m. to 11.30 p.m.	11.45 p.m. to 12.15 a.m.

SPECIAL CARS

By arrangement at the Company's Office, Alexandra Building, Des Vœux Road.

JOHN D. HUMPHREYS & SON

G. P. LAMMERT

All persons, with the exception of those of Chinese race, desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 a.m. to 2 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

APPLICATION for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON, LTD.

Honorary Secretaries:

Treasurers:

Hongkong, 15th January, 1919.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY, the 12th Feb 1919,

commencing at 2.30 p.m.

at No. 7 Humphreys Building, (Kowloon)

A Quantity of Valuable Household Furniture.

(Full particulars from catalogue)

On view from Tuesday, the 11th inst.

Terms: Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY 13th February, 1919,

commencing at 2.30 p.m.

at his Sales rooms, Duddell Street.

A Large Quantity of Valuable Household Furniture comprising—

Teak hainstand, tapestry covered drawing room suite, Chester field couch & armchairs, carved Cherrywood desk & chair, oak & teak bookcases, card table, easy chairs, occasional tables, teak screens, upholstered rattan chairs, carpets, rugs etc etc

Mahogany & teak extension dining tables, chairs, sideboards, dinner waggons & silver cabinet, ice chest, pictures, ornaments, dinner services, electro-plated ware, cut-glass, cutlery etc etc.

Brass, teak & iron bedsteads, single & double teak wardrobes with bevelled glass doors, teak toilet tables, washstands, chests of drawers, toilet sets etc etc.

Also

2 Victrolas with cabinet and records

1 Autopiano

2 Enamelled Baths

And

a Few Pieces of Canton Blackwood Ware comprising Card Table, Curio Cabinet, Stools, Chairs etc etc.

On view from Wednesday, the 13th inst.

Catalogue will be issued.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

WHY BE

UPSET

WHEN

A

ST. ANDREW'S

WAR BOND

TICKET

PURCHASED

NOW

MAY PUT

YOU ON

YOUR FEET?

NOTICE.

THE HONGKONG HOTEL COMPANY, LIMITED

NOTICE IS HEREBY GIVEN

that an Extraordinary General Meeting of the Hongkong Hotel Company, Limited, will be held at the registered office of the Company, Pedder Street, Victoria, in the Colony of Hongkong on SATURDAY, the eighth day of February, 1919, at 11 o'clock in the forenoon, when the following resolution will be proposed as an extraordinary resolution:—

"That the Articles of Association be altered in manner following, viz:—

"In Article 82 the word 'five' shall be substituted for the word 'four'."

The effect of this resolution will be to increase the maximum number of the Directors from 4 to 5.

Should the resolution be passed by the required majority, it will be submitted for confirmation as a special resolution to a second Extraordinary Meeting which will be subsequently convened.

Dated the 24th day of January, 1919.

BY ORDER OF THE BOARD.

J. H. TAGGART,

Secretary and Manager,

Hongkong, 24th January, 1919.

RACE BOOKS.

The only Authorised Edition of the RACE BOOK is that published by Messrs. NICHOLSON & CO. WHI HIS COPYRIGHT UNDER THE ACT OF 1911.

T. F. HOUGH,

Clerk of the C. use.

Hongkong, 6th February, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY the 14th February, 1919,

commencing at 11 a.m.

at the Hongkong & Kowloon Wharf & Godown Co.'s No. 18 godown (Kowloon)

(For account of the concerned)

A Large Quantity of Round and Square Iron Bars, Steel and Iron Plates

etc, etc, etc.

On view from Thursday, the 13th inst.

Terms: Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

PREVENT DISEASE

"INSECTOX"

IMPROVED "BEPPELL'S FLY SPRAY"

SUPPRESSES FLIES, MOSQUITOES & OTHER INSECT DISEASE CARRIERS

"INSECTOX OUTFITS" consisting of "atomiser and pump"

Price \$4.00

"HOUSEHOLD INSECTOX"

Bottle for use in home, hospital, hotels, etc.

Price \$1.30 per tin.

"CRUDE INSECTOX" Bottle extra strong, for use in camps, stables, factories, etc.

Price \$1.30 per tin.

"HORTICULTURAL INSECTOX"

Bottle for use in home, hospital, hotels, etc.

Price 70c. per tin.

On sale at Messrs. A. S. Watson & Co., Hongkong & Kowloon, Baiting Co., Hongkong, and leading stores.

FRANK SMITH & CO.

Sole Agents.

BANKS.

BANK OF CANTON, LIMITED.

HEAD OFFICE, HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN, Chief Manager.

BANQUE INDUSTRIELLE DE CHINE.

Subscribed Capital, France 45,000,000.

Paid up " " 25,000,000.

Of the Capital, La France 15,000,000.

(Subscribed by the Government of the Chinese Republic.)

Chairman of the Board of Directors André Bartholot.

General Manager A. J. Parnotte.

HEAD OFFICE: 4, Rue Saint Lazare, PARIS.

BRANCHES:

SHANGHAI, TIENTSIN, HONGKONG, YOKOHAMA, VALDIVIA, SANTIAGO, CHILE.

SAIGON, HAIPHONG, YUNNAN, ANHOI.

FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

LONDON: London County & Westminster Bank, Ltd. London.

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Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

W. BOUET DE JOURNEL, Manager.

HONGKONG BRANCH, Queen's Building, 1, Chater Road. Tel. 2440.

BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: 15 bis Rue La Fayette, Paris.

Capital " " Frs. 48,000,000.

Reserves " " 50,000,000.

BRANCHES AND AGENCIES.

Bangkok, Hongkong, Saigon, Canton, Yunnan, Shanghai, Haiphong, Peking, Tientsin, Hankow, Fookien, Poon-Poon, Vladivostok, Harbin.

IN FRANCE: Comptoir National d'Escompte de Paris, Crédit Lyonnais, Banque de Paris et des Pays-Bas

